LIC **8:00:00 AM**

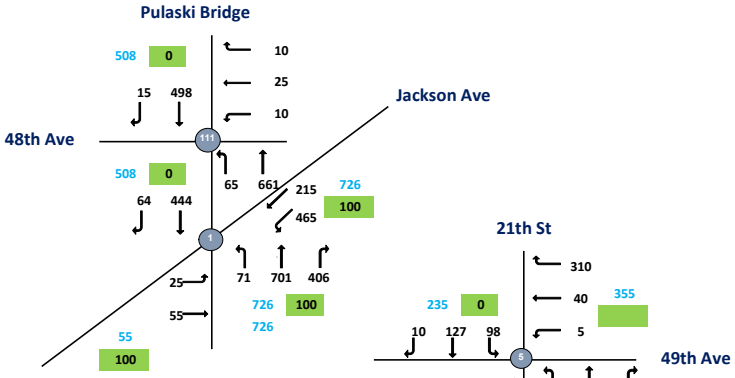
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Borden Ave & 11th Street | | | | | | | | |
| **2018 -- 2019 (LIC_7_TMC-6D)** | **7** | | | | | | | |
| Borden Ave | 7 | EB | 0 | 578 | 50 | 18 | 0 | |
| Borden Ave | 7 | WB | 0 | 40 | 422 | 57 | 0 | |
| 11th St | 7 | NB | 0 | 16 | 66 | 16 | 0 | |
| 11th St | 7 | SB | 0 | 26 | 0 | 94 | 0 | **1383** |
| Van Dam St & QMT Expwy (North) | | | | | | | | |
| **2019 (TMC-004A)** | **8** | | | | | | | |
| QMT Expwy | 8 | EB | 0 | 0 | 0 | 0 | 0 | |
| QMT Expwy | 8 | WB | 0 | 0 | 846 | 259 | 0 | |
| Van Dam St | 8 | NB | 0 | 22 | 297 | 0 | 0 | |
| Van Dam St | 8 | SB | 0 | 0 | 769 | 17 | 0 | **2210** |
| Van Dam St & QMT Expwy (South) | | | | | | | | |
| **2019 (TMC-004B)** | **888** | | | | | | | |
| QMT Expwy | 888 | EB | 0 | 29 | 185 | 15 | 0 | |
| QMT Expwy | 888 | WB | 0 | 0 | 0 | 0 | 0 | |
| Van Dam St | 888 | NB | 0 | 0 | 290 | 5 | 0 | |
| Van Dam St | 888 | SB | 0 | 588 | 181 | 0 | 0 | **1293** |
| Queens Blvd & Jackson Ave (Mainline) | | | | | | | | |
| **2018 --> 2019 (LIC_9A_TMC-6E)** | **9** | | | | | | | |
| Queens Blvd | 9 | EB | 0 | 0 | 845 | 287 | 0 | |
| Queens Blvd | 9 | WB | 0 | 50 | 722 | 60 | 0 | |
| Jackson Ave | 9 | NB | 0 | 0 | 199 | 15 | 0 | |
| Jackson Ave | 9 | SB | 0 | 15 | 135 | 0 | 0 | **2328** |
| Queens Blvd & Jackson Ave (Service Rd) | | | | | | | | |
| **2018 --> 2019 (LIC_9A_TMC-6E)** | **9A** | | | | | | | |
| Queens Blvd | 9A | EB | 0 | 0 | 35 | 355 | 0 | |
| Queens Blvd | 9A | WB | 0 | 0 | 0 | 0 | 0 | |
| Jackson Ave | 9A | NB | 0 | 0 | 0 | 0 | 0 | |
| Jackson Ave | 9A | SB | 0 | 0 | 0 | 0 | 0 | **390** |
| Thompson Ave & Queens Blvd | | | | | | | | |
| **2018 --> 2019 (LIC_10_TMC-6G)** | **10** | | | | | | | |
| Queens Blvd | 10 | EB | 0 | 0 | 0 | 110 | 90 | |
| Queens Blvd | 10 | WB | 0 | 0 | 1030 | 0 | 0 | |
| Thompson Ave | 10 | NB | 0 | 44 | 266 | 0 | 25 | |
| Thompson Ave | 10 | SB | 0 | 0 | 446 | 15 | 0 | **2026** |

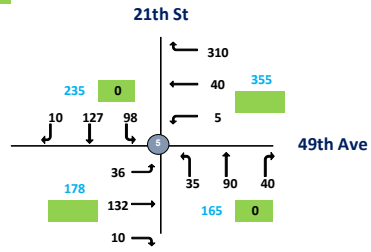
LIC **8:00:00 AM**

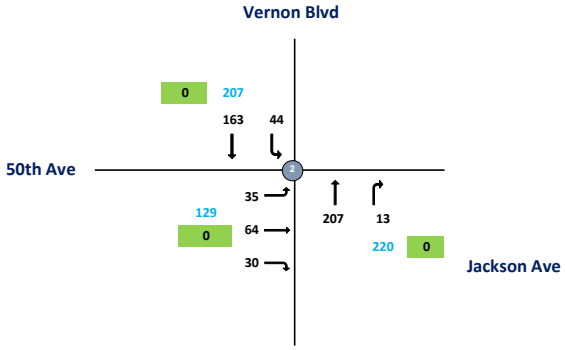
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Dutch Kills St & Thomson Ave (#1) | | | | | | | | |
| **2019 (TMC-005)** | **11** | | | | | | | |
| Thomson Ave | 11 | EB | 0 | 0 | 388 | 0 | 0 | |
| Thomson Ave | 11 | WB | 0 | 0 | 385 | 896 | 0 | |
| Dutch Kills St | 11 | NB | 0 | 0 | 0 | 0 | 0 | |
| Dutch Kills St | 11 | SB | 0 | 0 | 0 | 0 | 0 | **1669** |
| Dutch Kills St & Thomson Ave (#2) | | | | | | | | |
| **2019 (TMC-005)** | **1111** | | | | | | | |
| Thomson Ave | 1111 | EB | 0 | 0 | 388 | 0 | 0 | |
| Thomson Ave | 1111 | WB | 0 | 0 | 1281 | 721 | 0 | |
| Dutch Kills St | 1111 | NB | 0 | 0 | 0 | 0 | 0 | |
| Dutch Kills St | 1111 | SB | 0 | 0 | 0 | 0 | 0 | **2390** |
| 21st Street & Queens Plaza North | | | | | | | | |
| **2019 (TMC-006)** | **12** | | | | | | | |
| Queens Plaza North | 12 | EB | 0 | 0 | 0 | 0 | 0 | |
| Queens Plaza North | 12 | WB | 0 | 120 | 66 | 82 | 0 | |
| 21st Street | 12 | NB | 0 | 0 | 356 | 0 | 0 | |
| 21st Street | 12 | SB | 0 | 0 | 951 | 350 | 0 | **1925** |

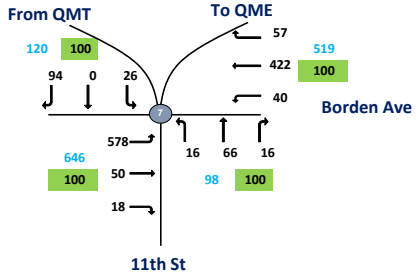
**CBD Tolling**
**LIC - Traffic Flowmap #1**
**AM With Action**

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



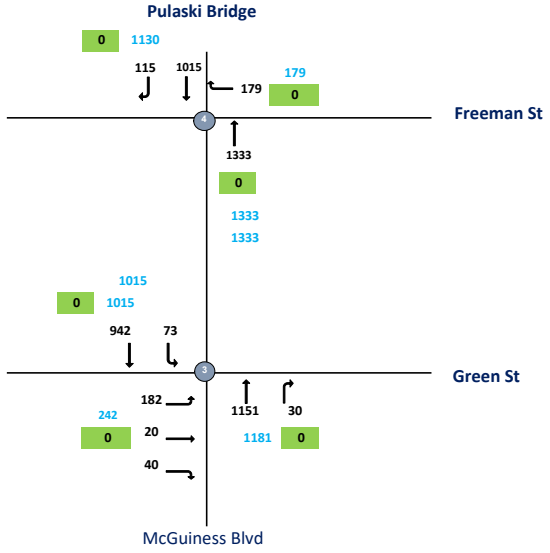



| CBD Tolling |
| --- |
| LIC - Traffic Flowmap #2 |
| AM With Action |

N

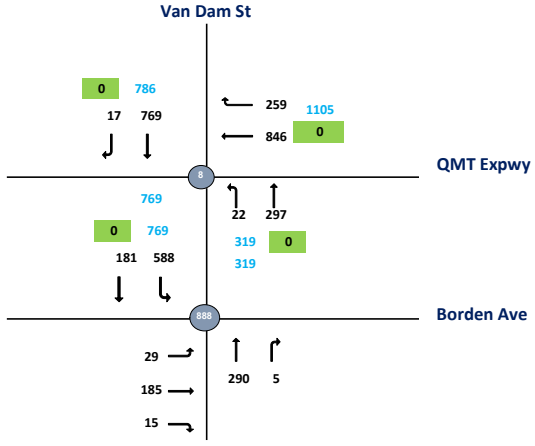
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



**CBD Tolling**
**LIC - Traffic Flowmap #3**
**AM With Action**

N

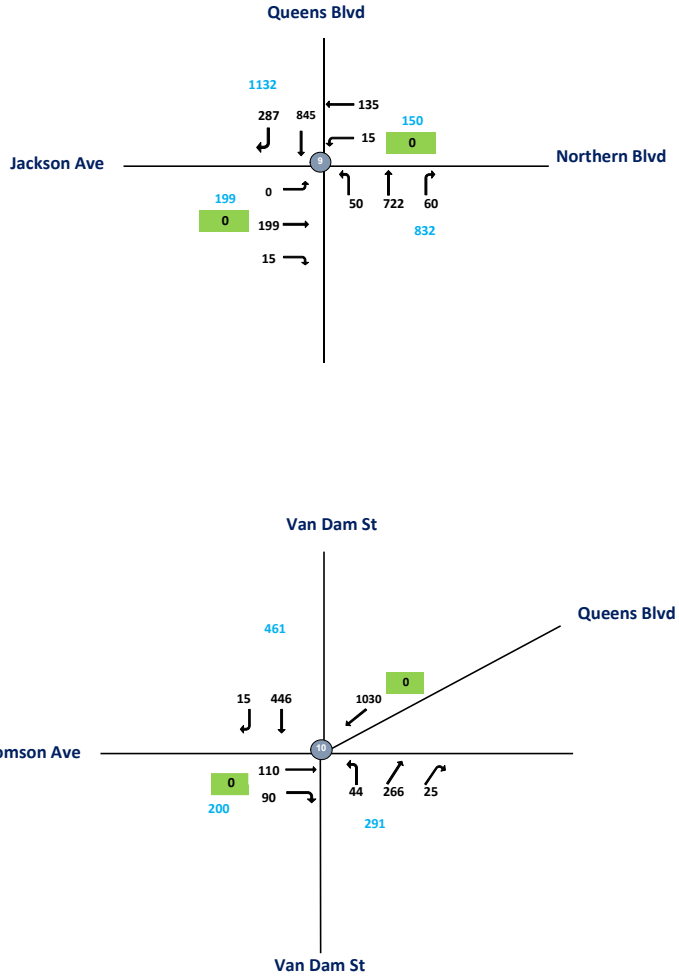
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



**CBD Tolling**
**LIC - Traffic Flowmap #4**
**AM With Action**

N

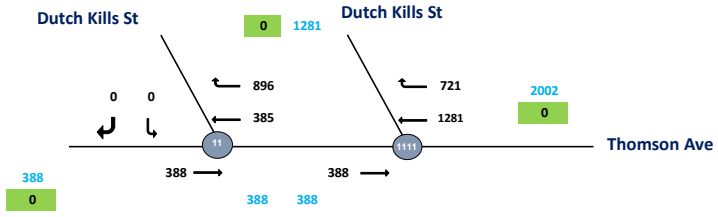
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



**CBD Tolling**
**LIC - Traffic Flowmap #5**
**AM With Action**

N

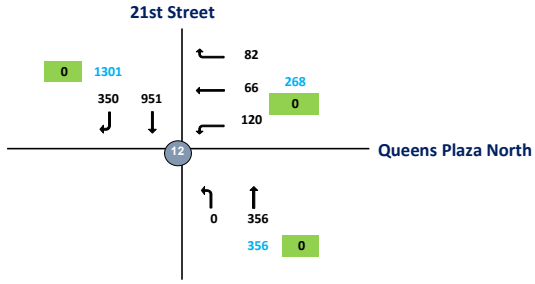
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



**CBD Tolling**
**LIC - Traffic Flowmap #6**
**AM With Action**

N

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



LM 8:00:00 AM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **Edgar St. and Trinity Pl.** | | | | | | | | |
| **2019 (TMC-010)** | **1** | | | | | | | |
| Edgar St. | 1 | EB | 0 | 35 | 0 | 0 | 0 | |
| 478 Exit Ramp. | 1 | NE | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 1 | NB | 0 | 0 | 42 | 0 | 0 | |
| Trinity Pl. | 1 | SB | 0 | 0 | 0 | 0 | 0 | **77** |
| **Rector St. and Trinity Pl.** | | | | | | | | |
| **2019 (TMC-011)** | **2** | | | | | | | |
| Rector St. | 2 | EB | 0 | 100 | 34 | 0 | 0 | |
| Rector St. | 2 | WB | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 2 | NB | 0 | 0 | 70 | 7 | 0 | |
| Trinity Pl. | 2 | SB | 0 | 0 | 0 | 0 | 0 | **211** |
| **West St. and HCT Exit.** | | | | | | | | |
| **2019 (TMC-012)** | **3** | | | | | | | |
| - | 3 | EB | 0 | 0 | 0 | 0 | 0 | |
| HCT Exit. | 3 | WB | 0 | 1692 | 0 | 0 | 0 | |
| West St. | 3 | NB | 0 | 0 | 1024 | 0 | 444 | |
| West St. | 3 | SB | 0 | 0 | 1005 | 0 | 0 | **4165** |
| **West St. and HCT Exit.** | | | | | | | | |
| **2019 (TMC-012)** | **333** | | | | | | | |
| W. Thams St. | 333 | EB | 0 | 0 | 0 | 0 | 0 | |
| HCT Exit. | 333 | WB | 0 | 0 | 0 | 1239 | 0 | |
| West St. | 333 | NB | 0 | 0 | 1024 | 0 | 0 | |
| West St. | 333 | SB | 0 | 0 | 1005 | 0 | 0 | **3268** |
| **Chambers St. and Centre St.** | | | | | | | | |
| **2018** | **4** | | | | | | | |
| Chambers St. | 4 | EB | 0 | 0 | 0 | 393 | 0 | |
| - | 4 | WB | 0 | 0 | 0 | 0 | 0 | |
| Centre St. | 4 | NB | 0 | 396 | 457 | 0 | 0 | |
| Centre St. | 4 | SB | 0 | 0 | 213 | 27 | 0 | **1486** |
| **Hudson St. and Canal St.** | | | | | | | | |
| **2018** | **5** | | | | | | | |
| Canal St. | 5 | EB | 49 | 335 | 555 | 0 | 0 | |
| Canal St. | 5 | WB | 0 | 0 | 337 | 73 | 0 | |
| Hudson St. | 5 | NB | 0 | 105 | 670 | 150 | 45 | |
| Hudson St. | 5 | SB | 0 | 0 | 0 | 0 | 0 | **2319** |

LM 8:00:00 AM

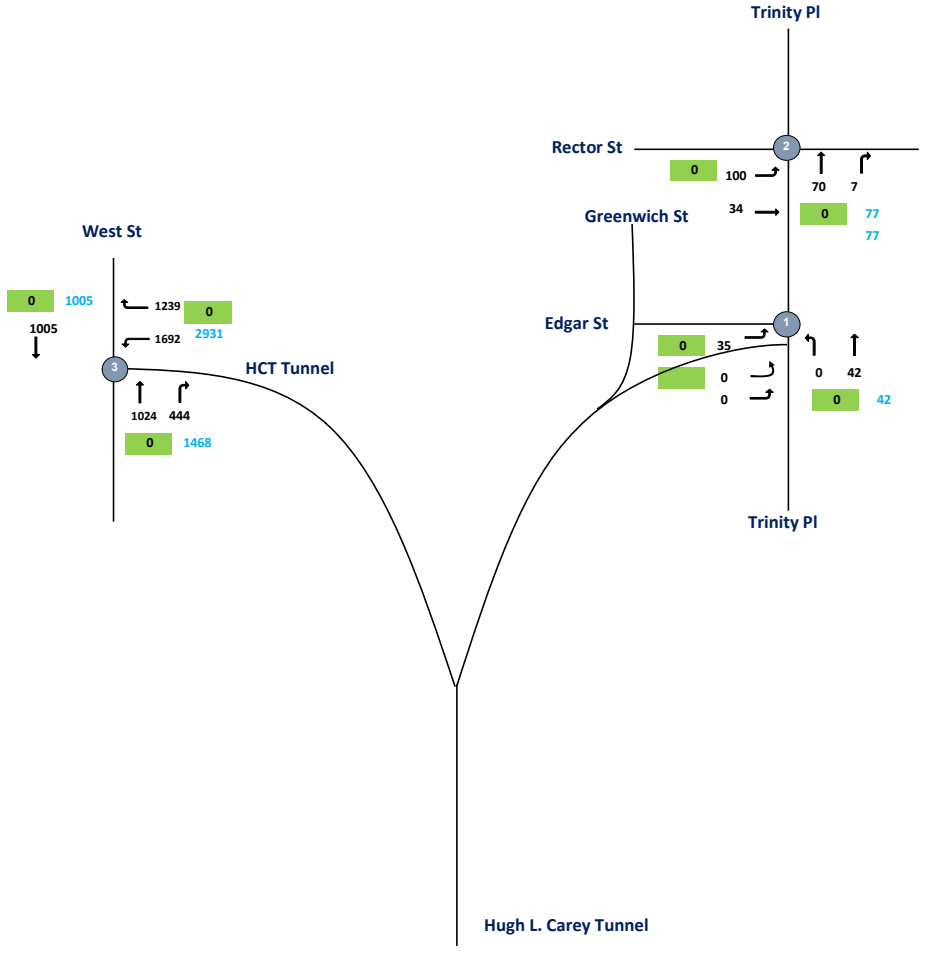
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Hudson St. and Canal St. | | | | | | | | |
| **2018** | **555** | | | | | | | |
| Canal St. | 555 | EB | 0 | 0 | 600 | 0 | 0 | |
| Canal St. | 555 | WB | 0 | 0 | 410 | 880 | 0 | |
| Hudson St. | 555 | NB | 0 | 0 | 0 | 0 | 0 | |
| Hudson St. | 555 | SB | 0 | 0 | 0 | 0 | 0 | **1890** |
| **West St. and Canal St N.** | | | | | | | | |
| **2018** | **7** | | | | | | | |
| Canal St N. | 7 | EB | 0 | 0 | 0 | 0 | 0 | |
| - | 7 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 7 | NB | 0 | 0 | 2659 | 277 | 0 | |
| West St. | 7 | SB | 0 | 675 | 2105 | 0 | 0 | **5716** |
| West St. and Canal St S. | | | | | | | | |
| **2018** | **777** | | | | | | | |
| - | 777 | EB | 0 | 0 | 0 | 0 | 0 | |
| Canal St S. | 777 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 777 | NB | 0 | 0 | 2659 | 0 | 0 | |
| West St. | 777 | SB | 0 | 0 | 2780 | 0 | 0 | **5439** |
| **West St. and Albany St.** | | | | | | | | |
| **2019 (TMC-013)** | **9** | | | | | | | |
| Albany St. | 9 | EB | 0 | 134 | 90 | 64 | 0 | |
| - | 9 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 9 | NB | 0 | 0 | 2217 | 92 | 0 | |
| West St. | 9 | SB | 0 | 5 | 1657 | 136 | 0 | **4395** |
| **West St. and Vesey St.** | | | | | | | | |
| **2019 (TMC-014)** | **10** | | | | | | | |
| Vesey St. | 10 | EB | 0 | 104 | 0 | 79 | 0 | |
| Vesey St. | 10 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 10 | NB | 0 | 5 | 2232 | 0 | 0 | |
| West St. | 10 | SB | 0 | 0 | 1857 | 321 | 0 | **77** |
| **West St. and Chambers St.** | | | | | | | | |
| **2019 (TMC-015)** | **11** | | | | | | | |
| Chambers St. | 11 | EB | 0 | 103 | 30 | 15 | 0 | |
| Chambers St. | 11 | WB | 0 | 69 | 60 | 305 | 0 | |
| West St. | 11 | NB | 0 | 0 | 2240 | 63 | 0 | |
| West St. | 11 | SB | 0 | 222 | 1775 | 48 | 0 | **4930** |

LM 8:00:00 AM

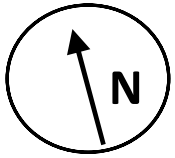
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **Bowey and Canal St./Manhattan Bridge Off-Ramp** | | | | | | | | |
| **2018** | **14** | | | | | | | |
| Canal St. | 14 | EB | 0 | 0 | 709 | 103 | 0 | |
| Manhattan Bridge Off-Ramp | 14 | WB | 0 | 0 | 989 | 0 | 0 | |
| Bowey | 14 | NB | 0 | 0 | 289 | 284 | 0 | |
| Bowey | 14 | SB | 0 | 240 | 136 | 74 | 0 | **2824** |
| **Bowey and Manhattan Bridge Off-Ramp** | | | | | | | | |
| **2018** | **15** | | | | | | | |
| | 15 | EB | 0 | 0 | 0 | 0 | 0 | |
| Manhattan Bridge Off-Ramp | 15 | WB | 0 | 0 | 0 | 377 | 0 | |
| Bowey | 15 | NB | 0 | 0 | 289 | 0 | 0 | |
| Bowey | 15 | SB | 0 | 0 | 450 | 0 | 0 | **1116** |
| **6th Ave. and Watts St** | | | | | | | | |
| **2018** | **18** | | | | | | | |
| Watts St | 18 | EB | 0 | 0 | 0 | 0 | 0 | |
| Watts St | 18 | WB | 0 | 0 | 718 | 25 | 0 | |
| 6th Ave. | 18 | NB | 0 | 72 | 901 | 0 | 0 | |
| 6th Ave. | 18 | SB | 0 | 0 | 0 | 0 | 0 | **1716** |
| **6th Ave. and Canal St.** | | | | | | | | |
| **2018** | **19** | | | | | | | |
| Canal St. | 19 | EB | 0 | 0 | 617 | 0 | 0 | |
| Canal St. | 19 | WB | 0 | 0 | 1148 | 250 | 0 | |
| 6th Ave. | 19 | NB | 0 | 157 | 650 | 4 | 0 | |
| Laight St. | 19 | NE | 0 | 0 | 0 | 568 | 0 | **3394** |

| CBD Tolling |
| --- |
| LM - Traffic Flowmap #1 |
| AM With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

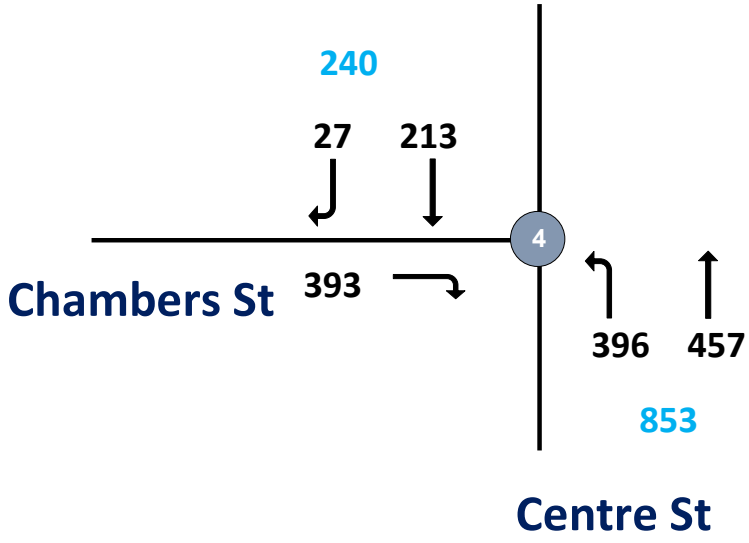


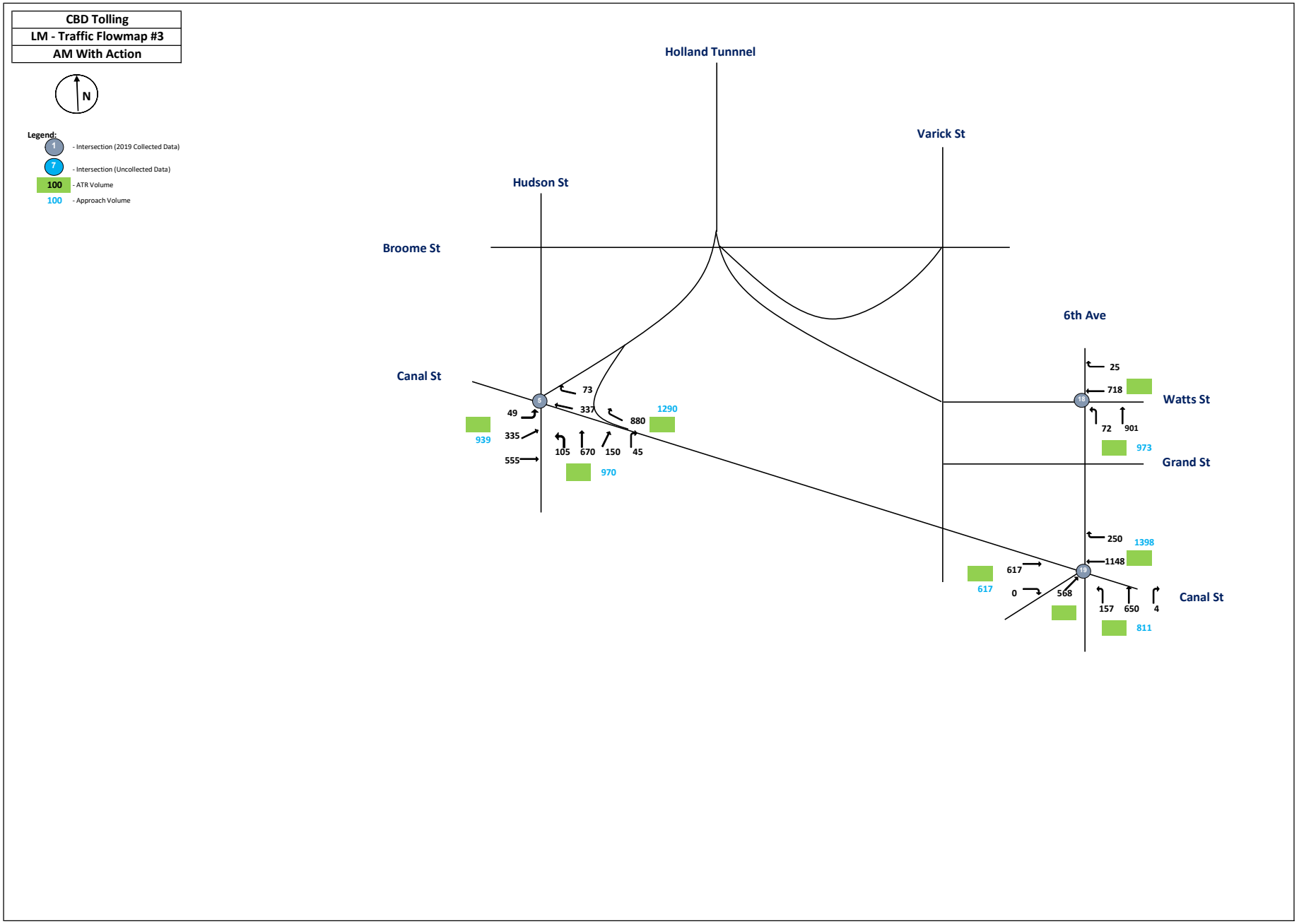
# CBD Tolling
## LM - Traffic Flowmap #2
## AM With Action




**Legend:**

- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume






Appendix 4B.2-33

| CBD Tolling |
| --- |
| LM - Traffic Flowmap #4 |
| AM With Action |

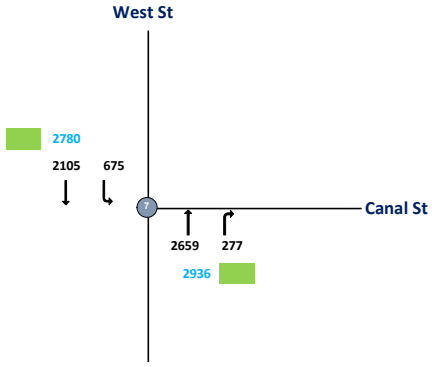
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

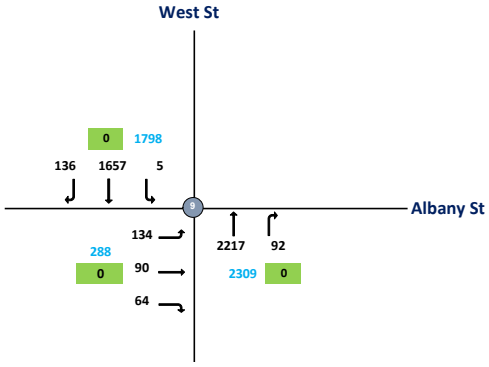
100 - ATR Volume

100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #5 |
| AM With Action |

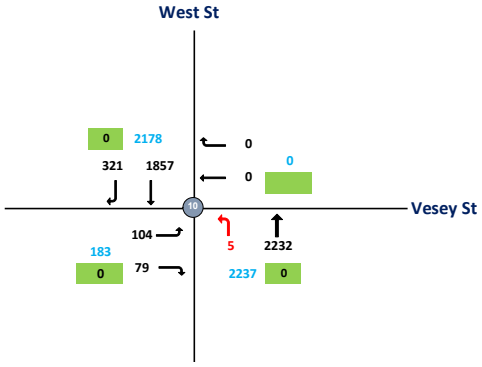
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #6 |
| AM With Action |

Legend:

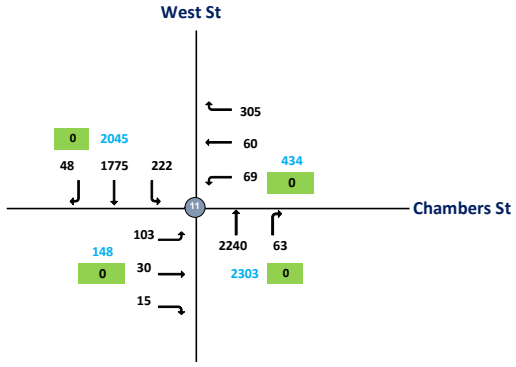
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume
- Illegal movement



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #7 |
| AM With Action |

N

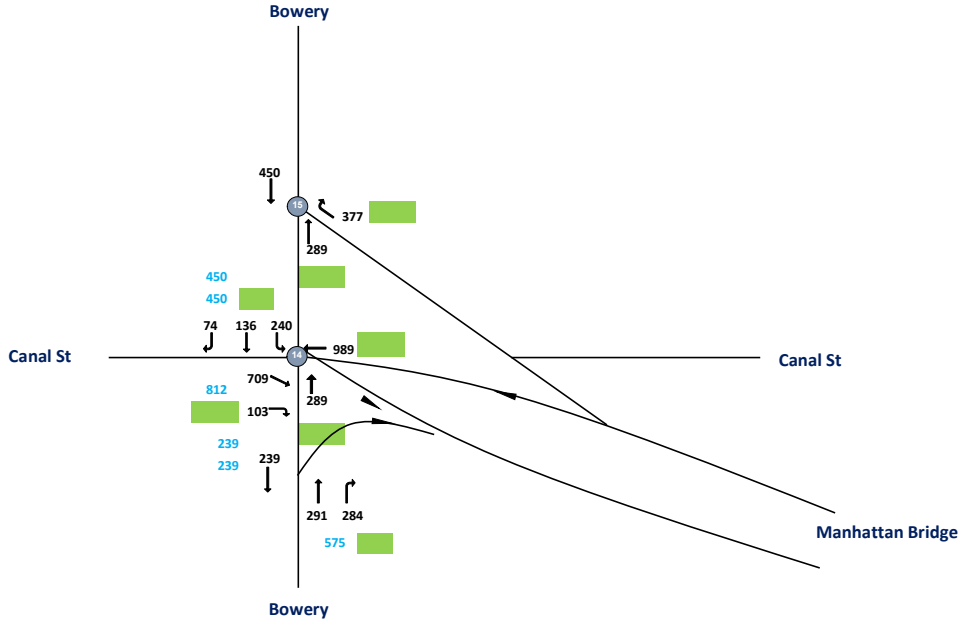
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #8 |
| AM With Action |

N

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



LM 1:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **Edgar St. and Trinity Pl.** | | | | | | | | |
| **2019 (TMC-010)** | **1** | | | | | | | |
| Edgar St. | 1 | EB | 0 | 291 | 0 | 0 | 0 | |
| 478 Exit Ramp. | 1 | NE | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 1 | NB | 0 | 4 | 34 | 0 | 0 | |
| Trinity Pl. | 1 | SB | 0 | 0 | 0 | 0 | 0 | **329** |
| **Rector St. and Trinity Pl.** | | | | | | | | |
| **2019 (TMC-011)** | **2** | | | | | | | |
| Rector St. | 2 | EB | 0 | 109 | 44 | 0 | 0 | |
| Rector St. | 2 | WB | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 2 | NB | 0 | 0 | 264 | 61 | 0 | |
| Trinity Pl. | 2 | SB | 0 | 0 | 0 | 0 | 0 | **478** |
| **West St. and HCT Exit.** | | | | | | | | |
| **2019 (TMC-012)** | **3** | | | | | | | |
| - | 3 | EB | 0 | 0 | 0 | 0 | 0 | |
| HCT Exit. | 3 | WB | 0 | 860 | 0 | 0 | 0 | |
| West St. | 3 | NB | 0 | 0 | 976 | 0 | 787 | |
| West St. | 3 | SB | 0 | 0 | 1330 | 0 | 0 | **3953** |
| **West St. and HCT Exit.** | | | | | | | | |
| **2019 (TMC-012)** | **333** | | | | | | | |
| W. Thams St. | 333 | EB | 0 | 0 | 0 | 0 | 0 | |
| HCT Exit. | 333 | WB | 0 | 0 | 0 | 852 | 0 | |
| West St. | 333 | NB | 0 | 0 | 976 | 0 | 0 | |
| West St. | 333 | SB | 0 | 0 | 1330 | 0 | 0 | **3158** |
| **Chambers St. and Centre St.** | | | | | | | | |
| **2018** | **4** | | | | | | | |
| Chambers St. | 4 | EB | 0 | 0 | 0 | 398 | 0 | |
| - | 4 | WB | 0 | 0 | 0 | 0 | 0 | |
| Centre St. | 4 | NB | 0 | 289 | 364 | 0 | 0 | |
| Centre St. | 4 | SB | 0 | 0 | 201 | 13 | 0 | **1265** |
| **Hudson St. and Canal St.** | | | | | | | | |
| **2018** | **5** | | | | | | | |
| Canal St. | 5 | EB | 30 | 206 | 315 | 0 | 0 | |
| Canal St. | 5 | WB | 0 | 0 | 163 | 27 | 0 | |
| Hudson St. | 5 | NB | 0 | 75 | 515 | 214 | 55 | |
| Hudson St. | 5 | SB | 0 | 0 | 0 | 0 | 0 | **1600** |

LM 1:00:00 PM

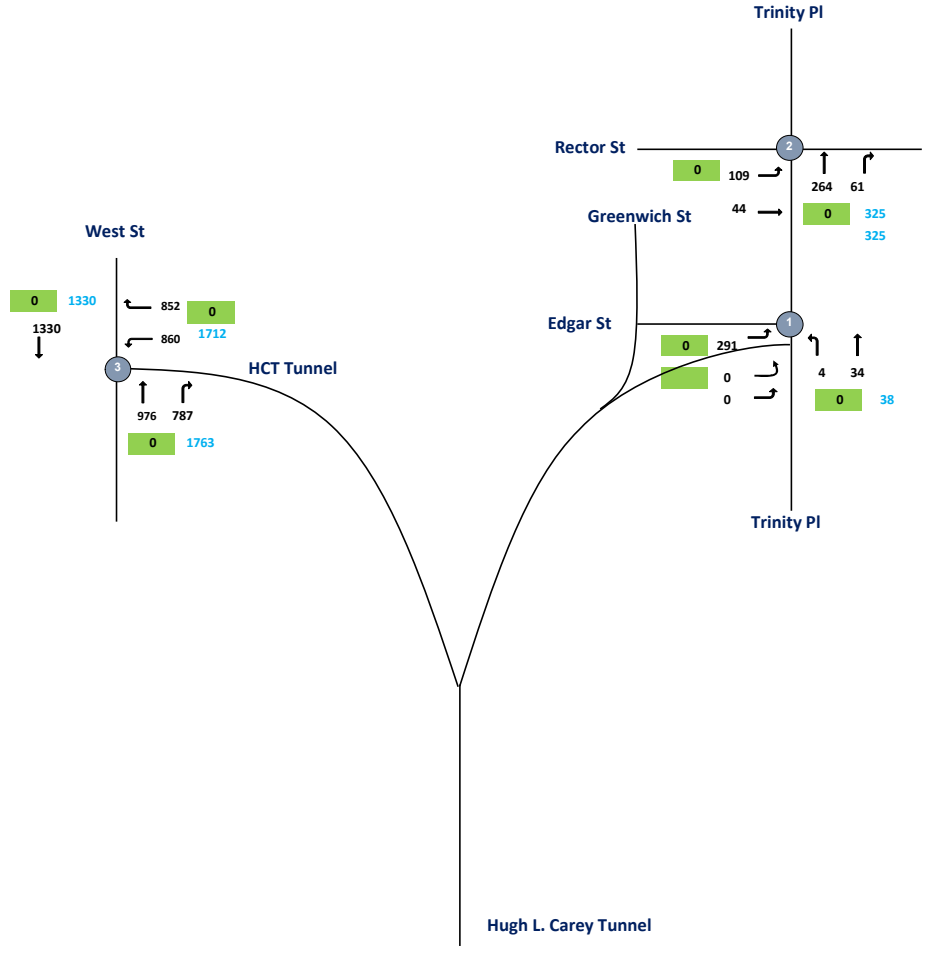
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Hudson St. and Canal St. | | | | | | | | |
| **2018** | **555** | | | | | | | |
| Canal St. | 555 | EB | 0 | 0 | 370 | 0 | 0 | |
| Canal St. | 555 | WB | 0 | 0 | 190 | 605 | 0 | |
| Hudson St. | 555 | NB | 0 | 0 | 0 | 0 | 0 | |
| Hudson St. | 555 | SB | 0 | 0 | 0 | 0 | 0 | **1165** |
| **West St. and Canal St N.** | | | | | | | | |
| **2018** | **7** | | | | | | | |
| Canal St N. | 7 | EB | 0 | 0 | 0 | 0 | 0 | |
| - | 7 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 7 | NB | 0 | 0 | 2100 | 141 | 0 | |
| West St. | 7 | SB | 0 | 349 | 1835 | 0 | 0 | **4425** |
| West St. and Canal St S. | | | | | | | | |
| **2018** | **777** | | | | | | | |
| - | 777 | EB | 0 | 0 | 0 | 0 | 0 | |
| Canal St S. | 777 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 777 | NB | 0 | 0 | 2100 | 0 | 0 | |
| West St. | 777 | SB | 0 | 0 | 2184 | 0 | 0 | **4284** |
| **West St. and Albany St.** | | | | | | | | |
| **2019 (TMC-013)** | **9** | | | | | | | |
| Albany St. | 9 | EB | 0 | 101 | 95 | 63 | 0 | |
| - | 9 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 9 | NB | 0 | 0 | 1474 | 85 | 0 | |
| West St. | 9 | SB | 0 | 5 | 2126 | 86 | 0 | **4035** |
| **West St. and Vesey St.** | | | | | | | | |
| **2019 (TMC-014)** | **10** | | | | | | | |
| Vesey St. | 10 | EB | 0 | 139 | 0 | 151 | 0 | |
| Vesey St. | 10 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 10 | NB | 0 | 10 | 1841 | 0 | 0 | |
| West St. | 10 | SB | 0 | 0 | 2117 | 164 | 0 | **329** |
| **West St. and Chambers St.** | | | | | | | | |
| **2019 (TMC-015)** | **11** | | | | | | | |
| Chambers St. | 11 | EB | 0 | 43 | 0 | 10 | 0 | |
| Chambers St. | 11 | WB | 0 | 73 | 65 | 272 | 0 | |
| West St. | 11 | NB | 0 | 0 | 1868 | 43 | 0 | |
| West St. | 11 | SB | 0 | 171 | 2002 | 81 | 0 | **4628** |

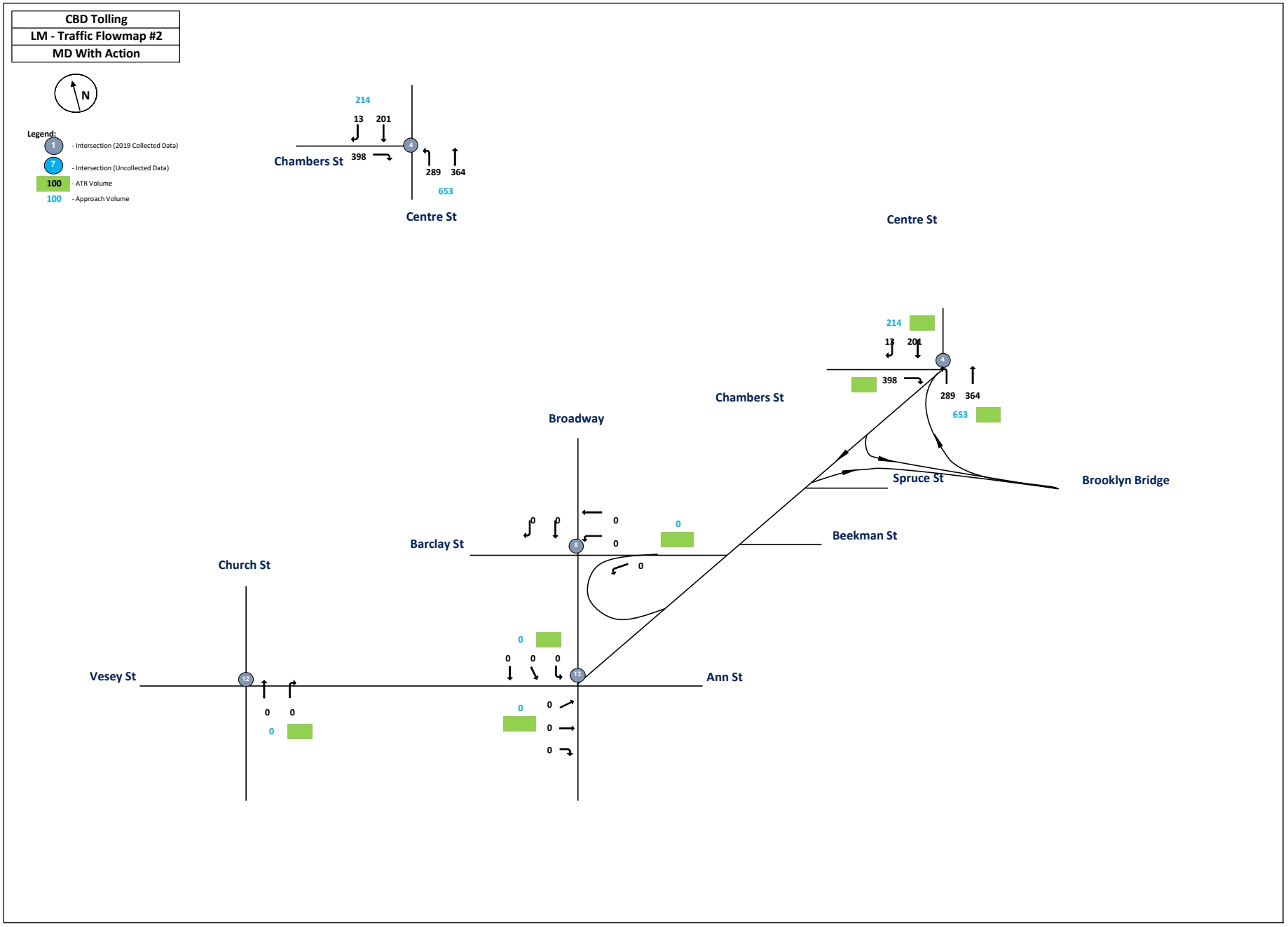
LM 1:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **Bowey and Canal St./Manhattan Bridge Off-Ramp** | | | | | | | | |
| **2018** | **14** | | | | | | | |
| Canal St. | 14 | EB | 0 | 0 | 435 | 123 | 0 | |
| Manhattan Bridge Off-Ramp | 14 | WB | 0 | 0 | 554 | 0 | 0 | |
| Bowey | 14 | NB | 0 | 0 | 255 | 293 | 0 | |
| Bowey | 14 | SB | 0 | 224 | 116 | 65 | 0 | **2065** |
| **Bowey and Manhattan Bridge Off-Ramp** | | | | | | | | |
| **2018** | **15** | | | | | | | |
| | 15 | EB | 0 | 0 | 0 | 0 | 0 | |
| Manhattan Bridge Off-Ramp | 15 | WB | 0 | 0 | 0 | 143 | 0 | |
| Bowey | 15 | NB | 0 | 0 | 253 | 0 | 0 | |
| Bowey | 15 | SB | 0 | 0 | 405 | 0 | 0 | **801** |
| **6th Ave. and Watts St** | | | | | | | | |
| **2018** | **18** | | | | | | | |
| Watts St | 18 | EB | 0 | 0 | 0 | 0 | 0 | |
| Watts St | 18 | WB | 0 | 0 | 697 | 24 | 0 | |
| 6th Ave. | 18 | NB | 0 | 72 | 770 | 0 | 0 | |
| 6th Ave. | 18 | SB | 0 | 0 | 0 | 0 | 0 | **1563** |
| **6th Ave. and Canal St.** | | | | | | | | |
| **2018** | **19** | | | | | | | |
| Canal St. | 19 | EB | 0 | 0 | 376 | 0 | 0 | |
| Canal St. | 19 | WB | 0 | 0 | 642 | 131 | 0 | |
| 6th Ave. | 19 | NB | 0 | 148 | 657 | 3 | 0 | |
| Laight St. | 19 | NE | 0 | 0 | 0 | 309 | 0 | **2266** |

| CBD Tolling |
| --- |
| LM - Traffic Flowmap #1 |
| MD With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

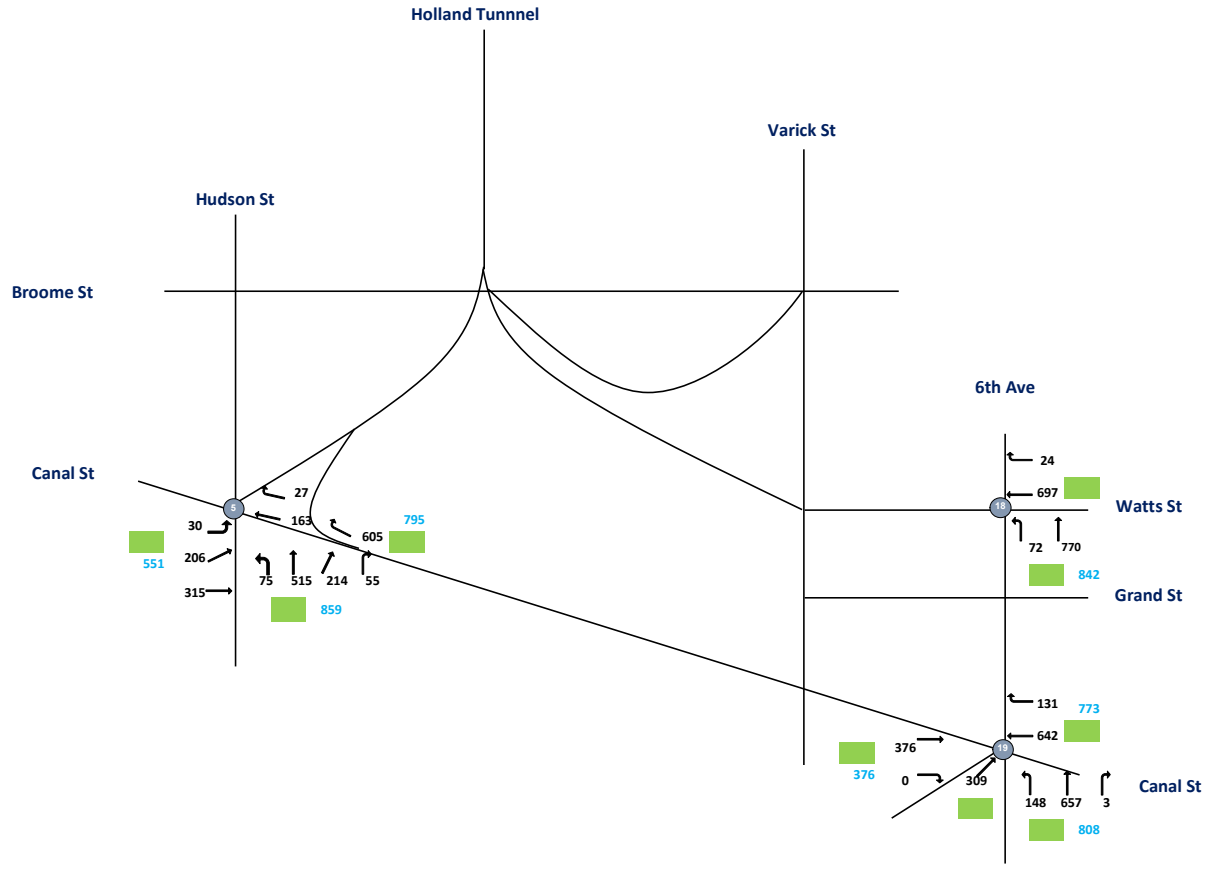





Appendix 4B.2-43

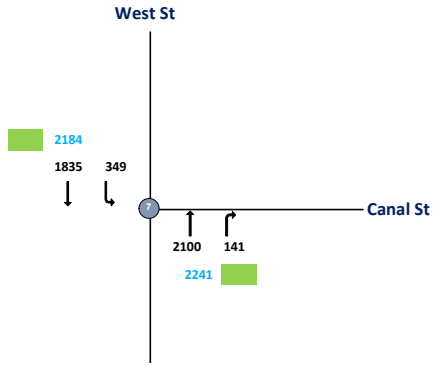
| CBD Tolling |
| --- |
| LM - Traffic Flowmap #3 |
| MD With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #4 |
| MD With Action |

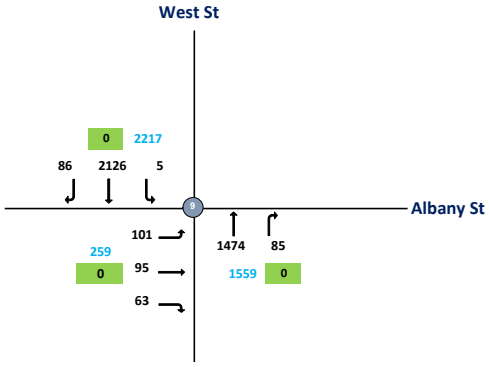
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #5 |
| MD With Action |

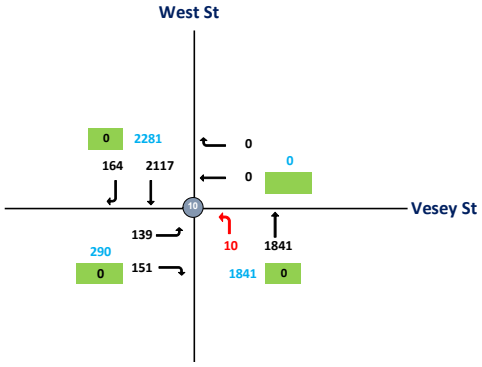
Legend:

- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #6 |
| MD With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume
- Illegal movement



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #7 |
| MD With Action |

N

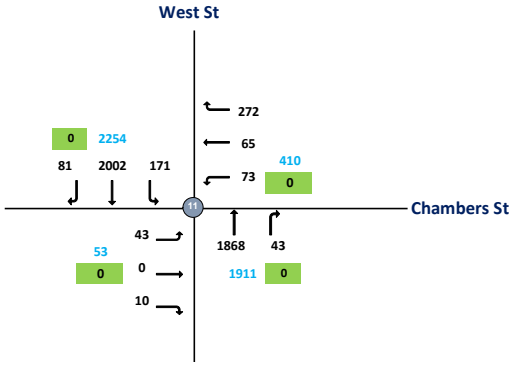
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

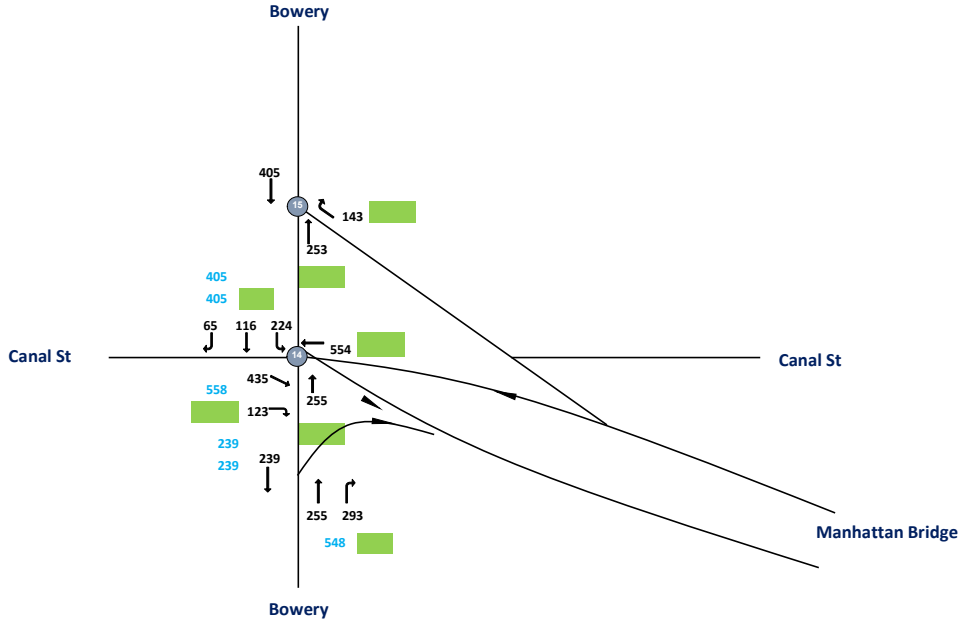
100 - ATR Volume

100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #8 |
| MD With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



LM 5:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **Edgar St. and Trinity Pl.** | | | | | | | | |
| **2019 (TMC-010)** | **1** | | | | | | | |
| Edgar St. | 1 | EB | 0 | 136 | 0 | 0 | 0 | |
| 478 Exit Ramp. | 1 | NE | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 1 | NB | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 1 | SB | 0 | 0 | 0 | 0 | 0 | **136** |
| **Rector St. and Trinity Pl.** | | | | | | | | |
| **2019 (TMC-011)** | **2** | | | | | | | |
| Rector St. | 2 | EB | 0 | 68 | 38 | 0 | 0 | |
| Rector St. | 2 | WB | 0 | 0 | 0 | 0 | 0 | |
| Trinity Pl. | 2 | NB | 0 | 0 | 121 | 15 | 0 | |
| Trinity Pl. | 2 | SB | 0 | 0 | 0 | 0 | 0 | **242** |
| **West St. and HCT Exit.** | | | | | | | | |
| **2019 (TMC-012)** | **3** | | | | | | | |
| - | 3 | EB | 0 | 0 | 0 | 0 | 0 | |
| HCT Exit. | 3 | WB | 0 | 349 | 0 | 0 | 0 | |
| West St. | 3 | NB | 0 | 0 | 538 | 0 | 1206 | |
| West St. | 3 | SB | 0 | 0 | 1197 | 0 | 0 | **3290** |
| **West St. and HCT Exit.** | | | | | | | | |
| **2019 (TMC-012)** | **333** | | | | | | | |
| W. Thams St. | 333 | EB | 0 | 0 | 0 | 0 | 0 | |
| HCT Exit. | 333 | WB | 0 | 0 | 0 | 510 | 0 | |
| West St. | 333 | NB | 0 | 0 | 538 | 0 | 0 | |
| West St. | 333 | SB | 0 | 0 | 1197 | 0 | 0 | **2245** |
| **Chambers St. and Centre St.** | | | | | | | | |
| **2018** | **4** | | | | | | | |
| Chambers St. | 4 | EB | 0 | 0 | 0 | 464 | 0 | |
| - | 4 | WB | 0 | 0 | 0 | 0 | 0 | |
| Centre St. | 4 | NB | 0 | 374 | 448 | 0 | 0 | |
| Centre St. | 4 | SB | 0 | 0 | 290 | 12 | 0 | **1588** |
| **Hudson St. and Canal St.** | | | | | | | | |
| **2018** | **5** | | | | | | | |
| Canal St. | 5 | EB | 5 | 178 | 419 | 0 | 0 | |
| Canal St. | 5 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hudson St. | 5 | NB | 0 | 45 | 585 | 159 | 8 | |
| Hudson St. | 5 | SB | 0 | 0 | 0 | 0 | 0 | **1399** |

LM 5:00:00 PM

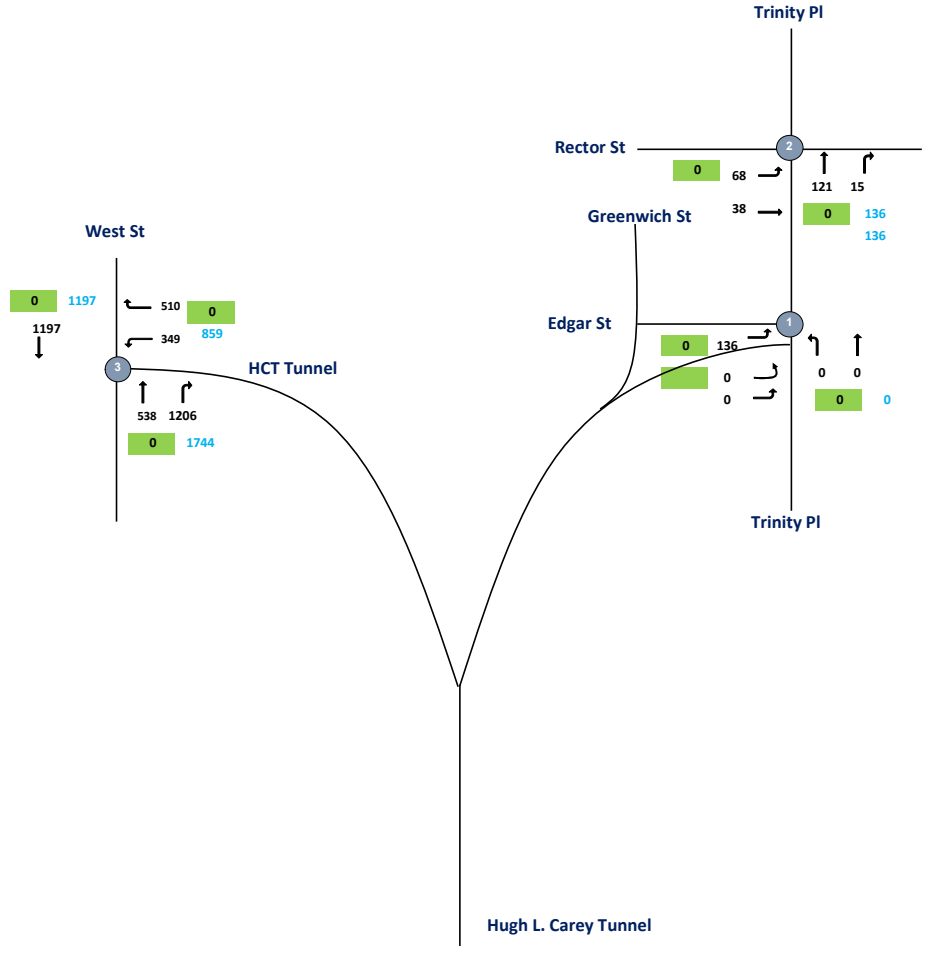
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Hudson St. and Canal St. | | | | | | | | |
| **2018** | **555** | | | | | | | |
| Canal St. | 555 | EB | 0 | 0 | 427 | 0 | 0 | |
| Canal St. | 555 | WB | 0 | 0 | 0 | 1405 | 0 | |
| Hudson St. | 555 | NB | 0 | 0 | 0 | 0 | 0 | |
| Hudson St. | 555 | SB | 0 | 0 | 0 | 0 | 0 | **1832** |
| **West St. and Canal St N.** | | | | | | | | |
| **2018** | **7** | | | | | | | |
| Canal St N. | 7 | EB | 0 | 0 | 0 | 0 | 0 | |
| - | 7 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 7 | NB | 0 | 0 | 2629 | 5 | 0 | |
| West St. | 7 | SB | 0 | 484 | 1734 | 0 | 0 | **4852** |
| West St. and Canal St S. | | | | | | | | |
| **2018** | **777** | | | | | | | |
| - | 777 | EB | 0 | 0 | 0 | 0 | 0 | |
| Canal St S. | 777 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 777 | NB | 0 | 0 | 2629 | 0 | 0 | |
| West St. | 777 | SB | 0 | 0 | 2218 | 0 | 0 | **4847** |
| **West St. and Albany St.** | | | | | | | | |
| **2019 (TMC-013)** | **9** | | | | | | | |
| Albany St. | 9 | EB | 0 | 139 | 90 | 81 | 0 | |
| - | 9 | WB | 0 | 0 | 0 | 0 | 0 | |
| West St. | 9 | NB | 0 | 0 | 1227 | 47 | 0 | |
| West St. | 9 | SB | 0 | 0 | 2192 | 76 | 0 | **3852** |
| **West St. and Vesey St.** | | | | | | | | |
| **2019 (TMC-014)** | **10** | | | | | | | |
| Vesey St. | 10 | EB | 0 | 99 | 0 | 121 | 0 | |
| Vesey St. | 10 | WB | 0 | 10 | 0 | 0 | 0 | |
| West St. | 10 | NB | 0 | 0 | 1462 | 0 | 0 | |
| West St. | 10 | SB | 0 | 0 | 2345 | 134 | 0 | **136** |
| **West St. and Chambers St.** | | | | | | | | |
| **2019 (TMC-015)** | **11** | | | | | | | |
| Chambers St. | 11 | EB | 0 | 49 | 20 | 5 | 0 | |
| Chambers St. | 11 | WB | 0 | 126 | 90 | 392 | 0 | |
| West St. | 11 | NB | 0 | 0 | 1754 | 35 | 0 | |
| West St. | 11 | SB | 0 | 183 | 1809 | 90 | 0 | **4553** |

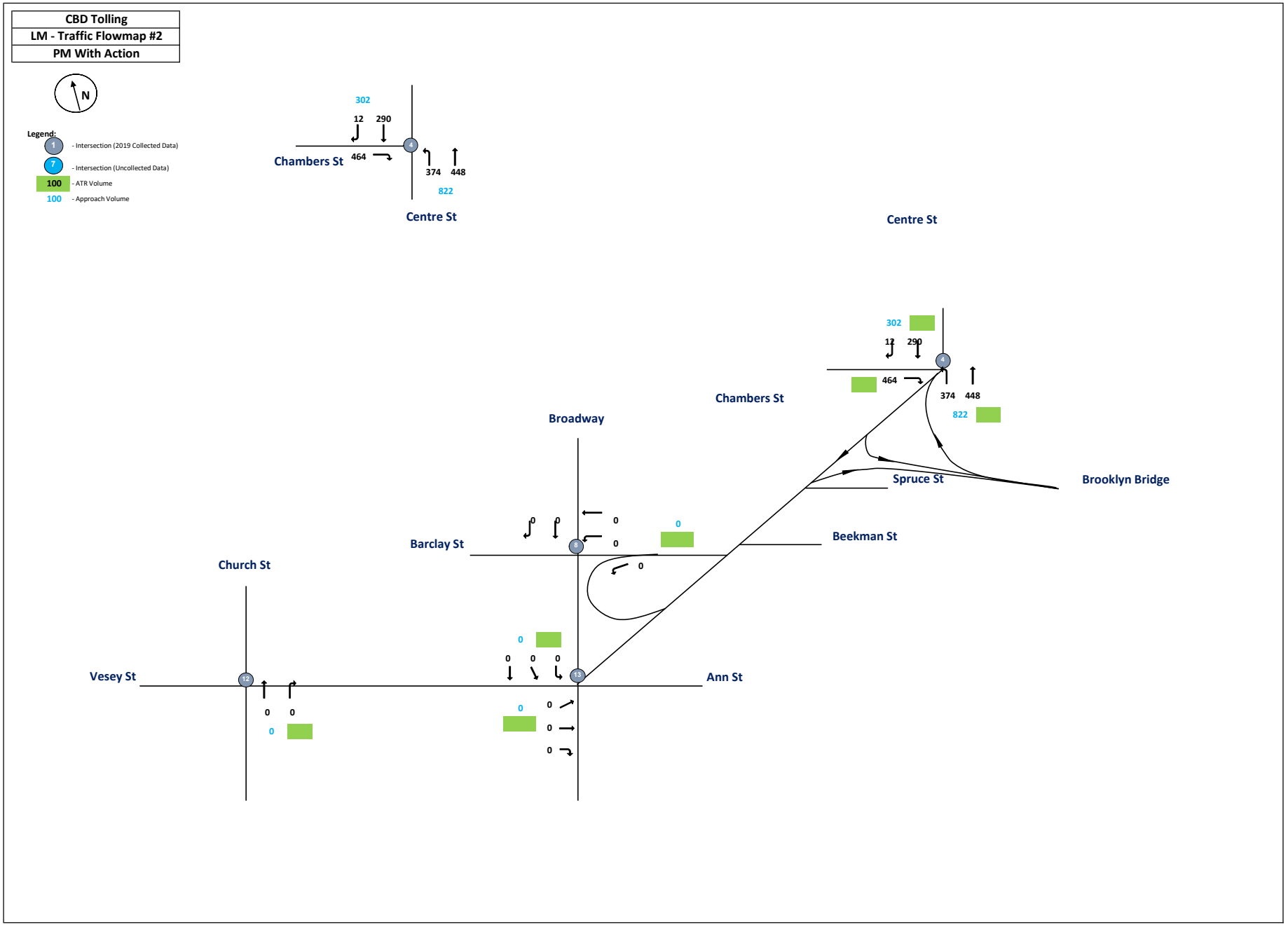
LM 5:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **Bowey and Canal St./Manhattan Bridge Off-Ramp** | | | | | | | | |
| **2018** | **14** | | | | | | | |
| Canal St. | 14 | EB | 0 | 0 | 800 | 83 | 0 | |
| Manhattan Bridge Off-Ramp | 14 | WB | 0 | 0 | 347 | 0 | 0 | |
| Bowey | 14 | NB | 0 | 0 | 167 | 472 | 0 | |
| Bowey | 14 | SB | 0 | 400 | 46 | 16 | 0 | **2331** |
| **Bowey and Manhattan Bridge Off-Ramp** | | | | | | | | |
| **2018** | **15** | | | | | | | |
| | 15 | EB | 0 | 0 | 0 | 0 | 0 | |
| Manhattan Bridge Off-Ramp | 15 | WB | 0 | 0 | 0 | 222 | 0 | |
| Bowey | 15 | NB | 0 | 0 | 167 | 0 | 0 | |
| Bowey | 15 | SB | 0 | 0 | 462 | 0 | 0 | **851** |
| **6th Ave. and Watts St** | | | | | | | | |
| **2018** | **18** | | | | | | | |
| Watts St | 18 | EB | 0 | 0 | 0 | 0 | 0 | |
| Watts St | 18 | WB | 0 | 0 | 195 | 0 | 0 | |
| 6th Ave. | 18 | NB | 0 | 132 | 483 | 0 | 0 | |
| 6th Ave. | 18 | SB | 0 | 0 | 0 | 0 | 0 | **810** |
| **6th Ave. and Canal St.** | | | | | | | | |
| **2018** | **19** | | | | | | | |
| Canal St. | 19 | EB | 0 | 0 | 351 | 0 | 0 | |
| Canal St. | 19 | WB | 0 | 0 | 1247 | 9 | 0 | |
| 6th Ave. | 19 | NB | 0 | 37 | 591 | 3 | 0 | |
| Laight St. | 19 | NE | 0 | 0 | 0 | 346 | 0 | **2584** |

| CBD Tolling |
| --- |
| LM - Traffic Flowmap #1 |
| PM With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

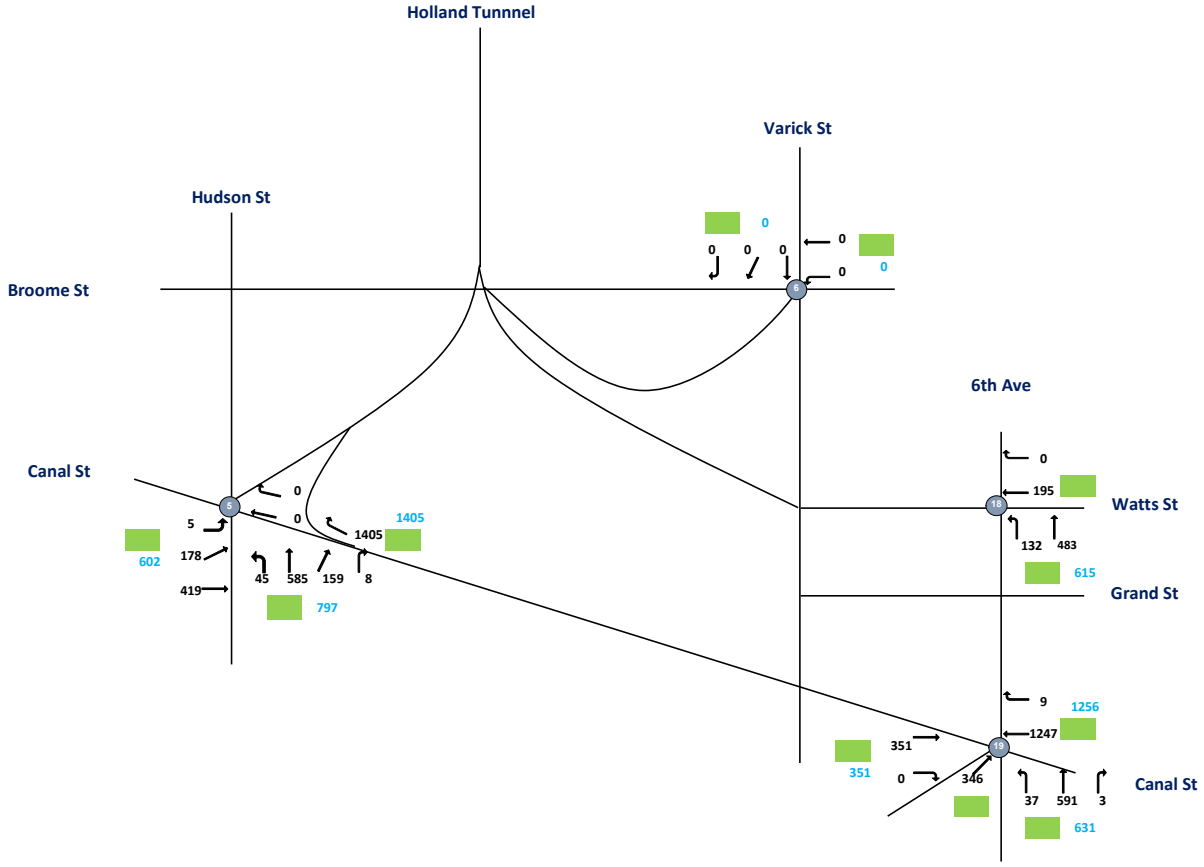





Appendix 4B.2-54

| CBD Tolling |
| --- |
| LM - Traffic Flowmap #3 |
| PM With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #4 |
| PM With Action |

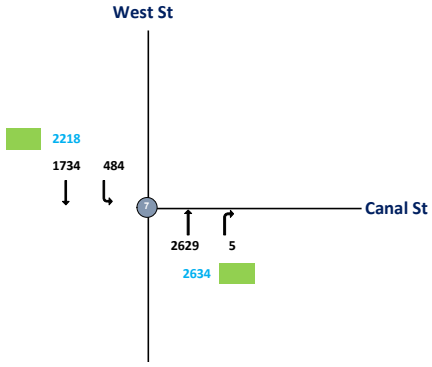
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

100 - ATR Volume

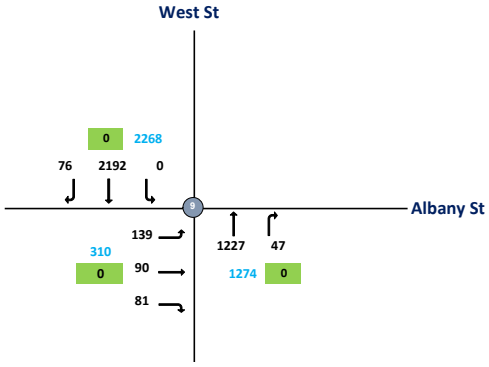
100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #5 |
| PM With Action |

Legend:

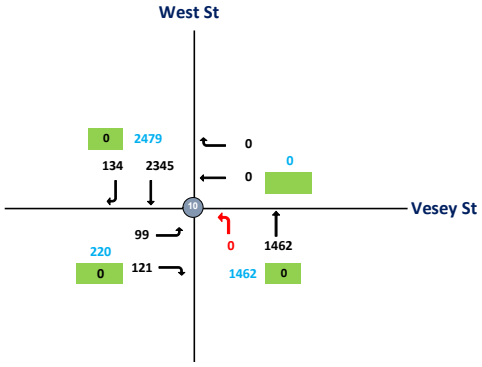
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #6 |
| PM With Action |

Legend:

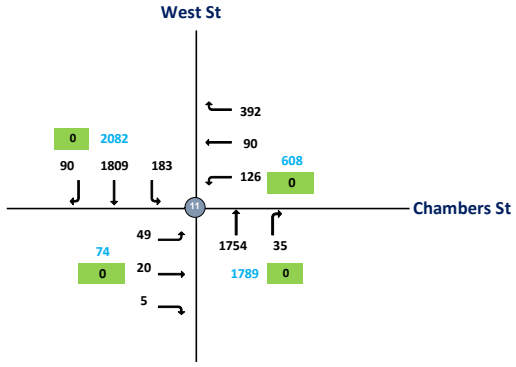
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume
- Illegal movement



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #7 |
| PM With Action |

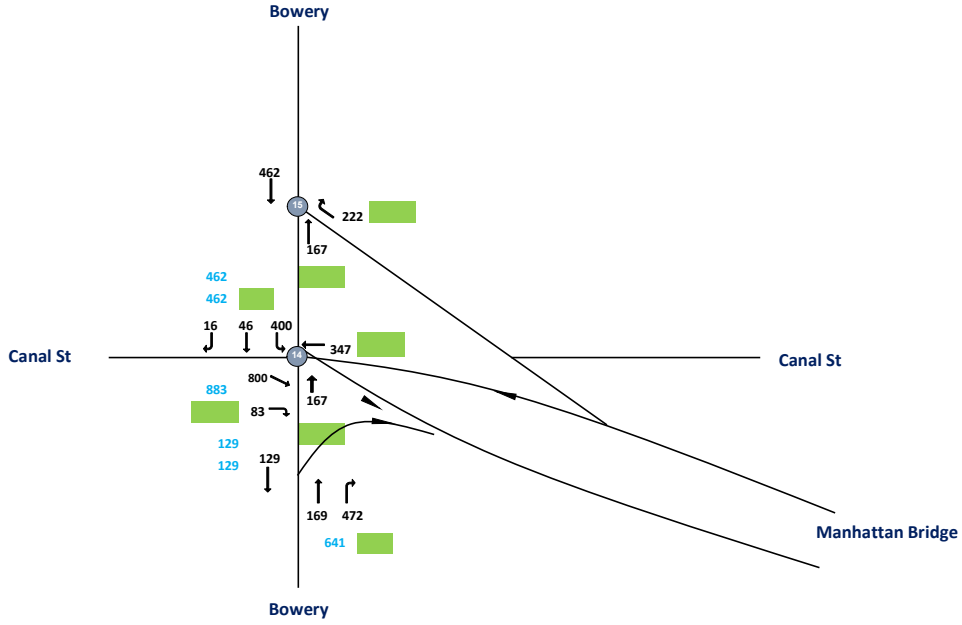
N

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| LM - Traffic Flowmap #8 |
| PM With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

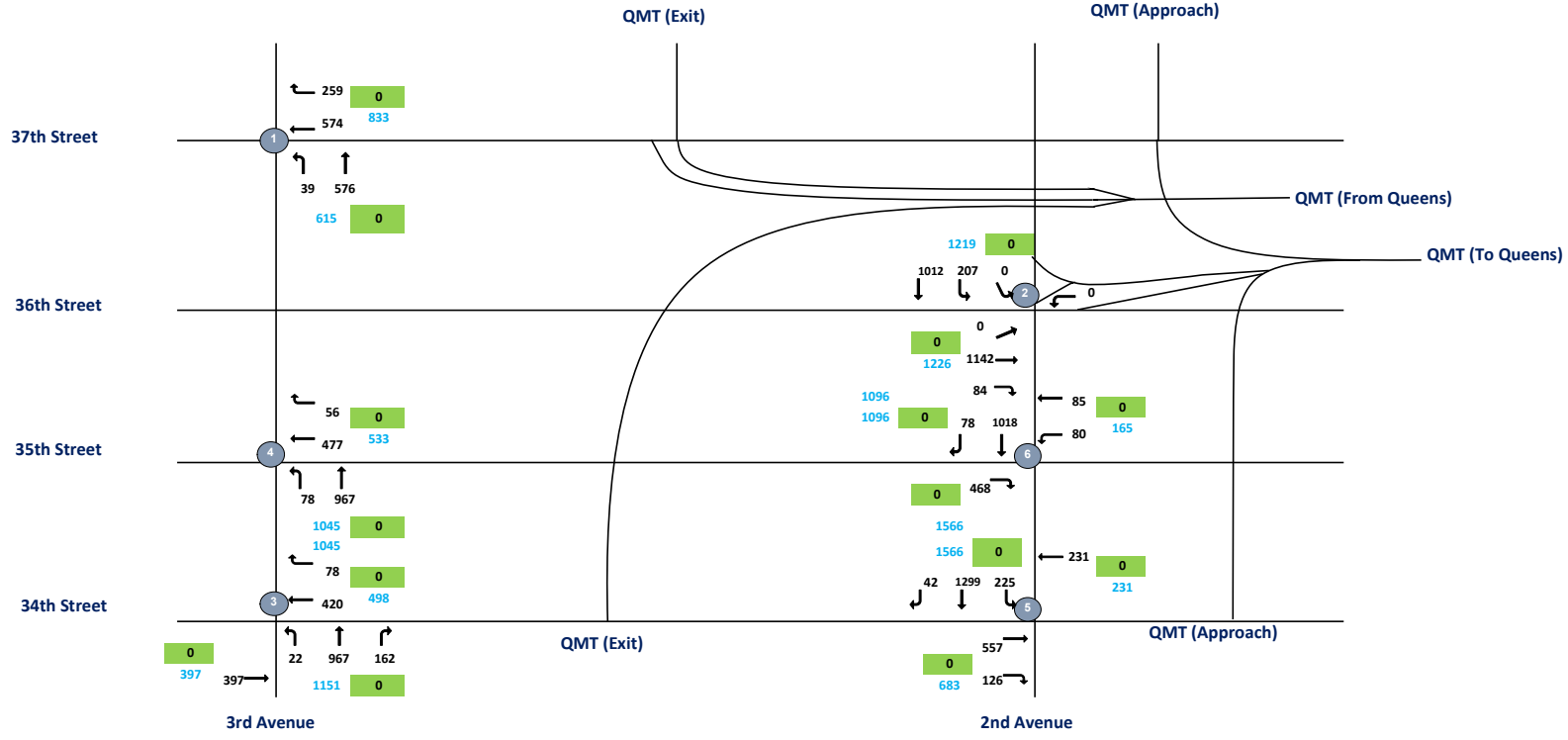


QMT 1:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **37th St & 3rd Ave** | | | | | | | | |
| **2019 (TMC-016)** | **1** | | | | | | | |
| 37th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| 37th St | 1 | WB | 0 | 0 | 574 | 259 | 0 | |
| 3rd Ave | 1 | NB | 0 | 39 | 576 | 0 | 0 | |
| 3rd Ave | 1 | SB | 0 | 0 | 0 | 0 | 0 | **1448** |
| **36th St & 2nd Ave** | | | | | | | | |
| **2019 (TMC-017)** | **2** | | | | | | | |
| 36th St | 2 | EB | 0 | 0 | 1142 | 84 | 0 | |
| 36th St | 2 | WB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 2 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 2 | SB | 0 | 207 | 1012 | 0 | 0 | **2445** |
| **34th St & 3rd Ave** | | | | | | | | |
| **2019 (TMC-018)** | **3** | | | | | | | |
| 34th St | 3 | EB | 0 | 0 | 397 | 0 | 0 | |
| 34th St | 3 | WB | 0 | 0 | 420 | 78 | 0 | |
| 3rd Ave | 3 | NB | 0 | 22 | 967 | 162 | 0 | |
| | 3 | SB | 0 | 0 | 0 | 0 | 0 | **2046** |
| **35th St & 3rd Ave** | | | | | | | | |
| **2019 (TMC-019)** | **4** | | | | | | | |
| 35th St | 4 | EB | 0 | 0 | 0 | 0 | 0 | |
| 35th St | 4 | WB | 0 | 0 | 477 | 56 | 0 | |
| 3rd Ave | 4 | NB | 0 | 78 | 967 | 0 | 0 | |
| | 4 | SB | 0 | 0 | 0 | 0 | 0 | **1578** |
| **34th St & 2nd Ave** | | | | | | | | |
| **2019 (TMC-020)** | **5** | | | | | | | |
| 34th St | 5 | EB | 0 | 0 | 557 | 126 | 0 | |
| 34th St | 5 | WB | 0 | 0 | 231 | 0 | 0 | |
| 2nd Ave | 5 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 5 | SB | 0 | 225 | 1299 | 42 | 0 | **2480** |
| **35th St & 2nd Ave** | | | | | | | | |
| **2019 (TMC-021)** | **6** | | | | | | | |
| 35th St | 6 | EB | 0 | 0 | 0 | 468 | 0 | |
| 35th St | 6 | WB | 0 | 80 | 85 | 0 | 0 | |
| 2nd Ave | 6 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 6 | SB | 0 | 0 | 1018 | 78 | 0 | **1729** |

**CBD Tolling**
**QMT - Traffic Flowmap**
**MD With-Action**

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

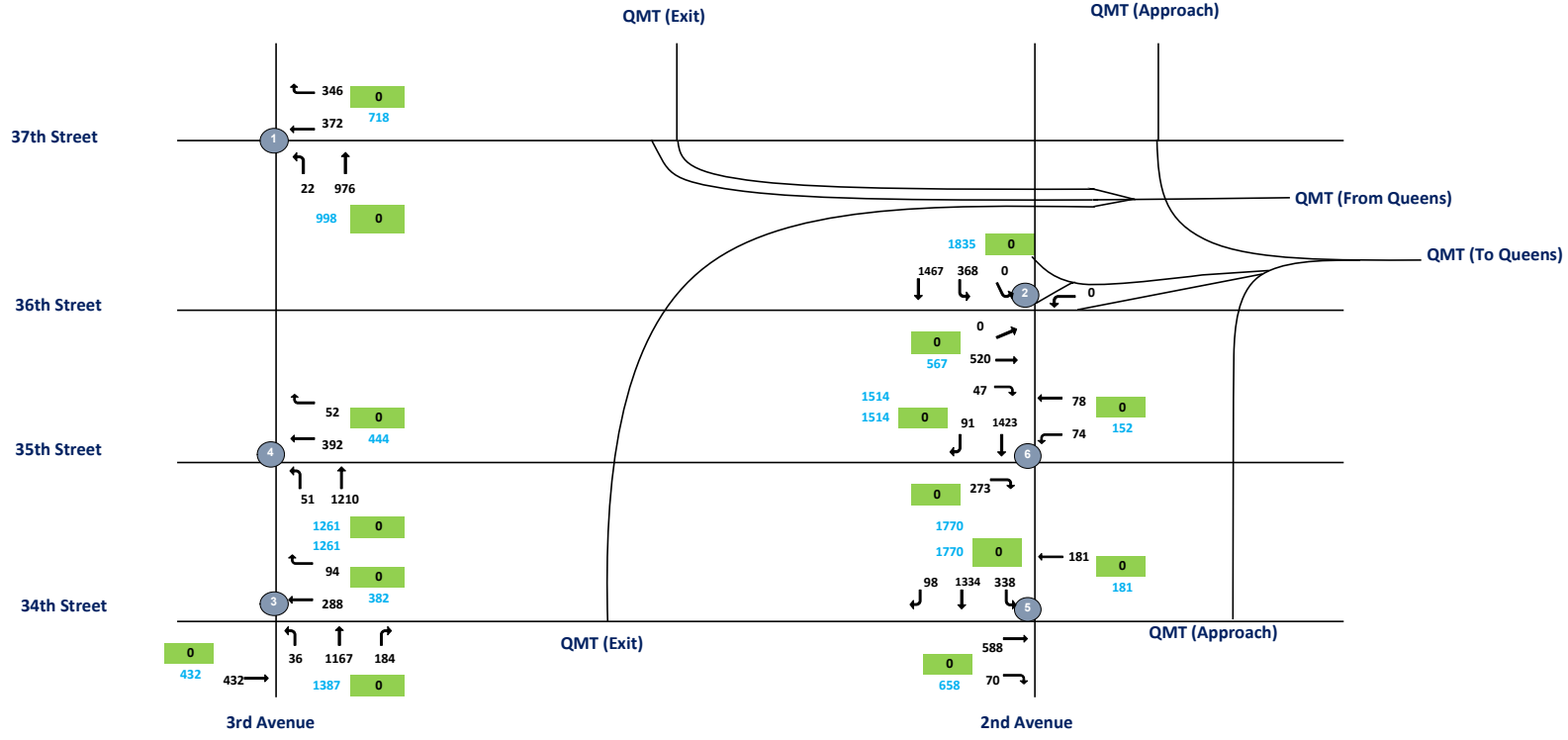


QMT 9:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| **37th St & 3rd Ave** | | | | | | | | |
| **2019 (TMC-016)** | **1** | | | | | | | |
| 37th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| 37th St | 1 | WB | 0 | 0 | 372 | 346 | 0 | |
| 3rd Ave | 1 | NB | 0 | 22 | 976 | 0 | 0 | |
| 3rd Ave | 1 | SB | 0 | 0 | 0 | 0 | 0 | **1716** |
| **36th St & 2nd Ave** | | | | | | | | |
| **2019 (TMC-017)** | **2** | | | | | | | |
| 36th St | 2 | EB | 0 | 0 | 520 | 47 | 0 | |
| 36th St | 2 | WB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 2 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 2 | SB | 0 | 368 | 1467 | 0 | 0 | **2402** |
| **34th St & 3rd Ave** | | | | | | | | |
| **2019 (TMC-018)** | **3** | | | | | | | |
| 34th St | 3 | EB | 0 | 0 | 432 | 0 | 0 | |
| 34th St | 3 | WB | 0 | 0 | 288 | 94 | 0 | |
| 3rd Ave | 3 | NB | 0 | 36 | 1167 | 184 | 0 | |
| | 3 | SB | 0 | 0 | 0 | 0 | 0 | **2201** |
| **35th St & 3rd Ave** | | | | | | | | |
| **2019 (TMC-019)** | **4** | | | | | | | |
| 35th St | 4 | EB | 0 | 0 | 0 | 0 | 0 | |
| 35th St | 4 | WB | 0 | 0 | 392 | 52 | 0 | |
| 3rd Ave | 4 | NB | 0 | 51 | 1210 | 0 | 0 | |
| | 4 | SB | 0 | 0 | 0 | 0 | 0 | **1705** |
| **34th St & 2nd Ave** | | | | | | | | |
| **2019 (TMC-020)** | **5** | | | | | | | |
| 34th St | 5 | EB | 0 | 0 | 588 | 70 | 0 | |
| 34th St | 5 | WB | 0 | 0 | 181 | 0 | 0 | |
| 2nd Ave | 5 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 5 | SB | 0 | 338 | 1334 | 98 | 0 | **2609** |
| **35th St & 2nd Ave** | | | | | | | | |
| **2019 (TMC-021)** | **6** | | | | | | | |
| 35th St | 6 | EB | 0 | 0 | 0 | 273 | 0 | |
| 35th St | 6 | WB | 0 | 74 | 78 | 0 | 0 | |
| 2nd Ave | 6 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 6 | SB | 0 | 0 | 1423 | 91 | 0 | **1939** |

**CBD Tolling**
**QMT - Traffic Flowmap**
**LN With-Action**

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



RFK-B 8:00 AM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 134th Street and St. Ann's Ave | | | | | | | | |
| **2019 (TMC-060)** | **11** | | | | | | | |
| E 134th Street | 11 | EB | 0 | 140 | 120 | 45 | 0 | |
| E 134th Street | 11 | WB | 0 | 0 | 0 | 0 | 0 | |
| St. Ann's Ave | 11 | NB | 0 | 0 | 140 | 80 | 0 | |
| St. Ann's Ave | 11 | SB | 0 | 145 | 105 | 0 | 0 | **775** |
| Bruckner Blvd and St. Ann's Ave | | | | | | | | |
| **2019 (TMC-061)** | **22** | | | | | | | |
| Bruckner Blvd | 22 | EB | 0 | 50 | 1440 | 30 | 0 | |
| Bruckner Blvd | 22 | WB | 0 | 40 | 480 | 65 | 0 | |
| St. Ann's Ave | 22 | NB | 0 | 25 | 105 | 30 | 0 | |
| St. Ann's Ave | 22 | SB | 0 | 55 | 70 | 25 | 0 | **2415** |

RFK-Q 8:00 AM

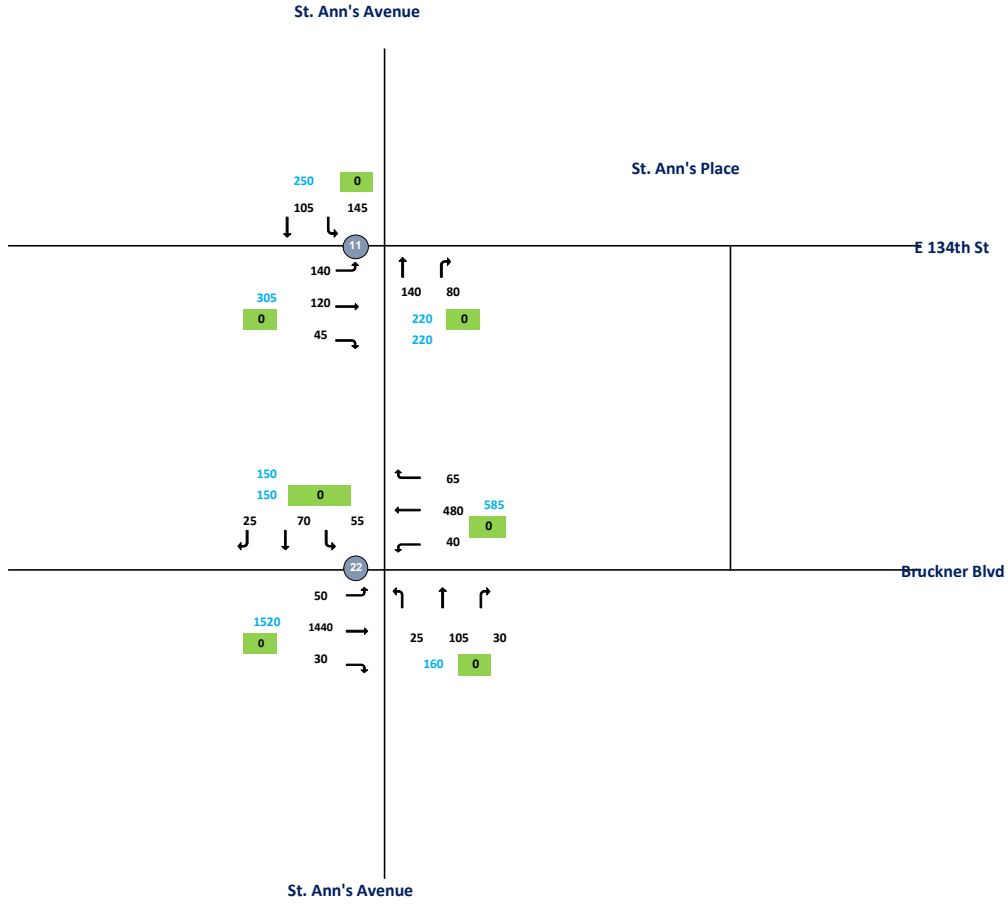
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 31st Street and Astoria Blvd | | | | | | | | |
| **2019 (TMC-062)** | **17** | | | | | | | |
| Astoria Blvd | 17 | EB | 0 | 11 | 382 | 27 | 0 | |
| Astoria Blvd | 17 | WB | 0 | 0 | 0 | 0 | 0 | |
| 31st Street | 17 | NB | 0 | 0 | 70 | 13 | 0 | |
| 31st Street | 17 | SB | 0 | 0 | 547 | 169 | 0 | **1219** |
| 31st Street and Hoyt Ave N | | | | | | | | |
| **2019 (TMC-063)** | **24** | | | | | | | |
| Hoyt Ave N | 24 | EB | 0 | 0 | 0 | 0 | 0 | |
| Hoyt Ave N | 24 | WB | 0 | 402 | 2109 | 35 | 0 | |
| 31st Street | 24 | NB | 0 | 15 | 75 | 0 | 0 | |
| 31st Street | 24 | SB | 0 | 0 | 243 | 129 | 0 | **3008** |
| 31st Street and Hoyt Ave S | | | | | | | | |
| **2019 (TMC-064)** | **3** | | | | | | | |
| Hoyt Ave S | 3 | EB | 0 | 16 | 940 | 91 | 0 | |
| | 3 | | 0 | 0 | 0 | 0 | 0 | |
| 31st Street | 3 | NB | 0 | 0 | 74 | 7 | 0 | |
| 31st Street | 3 | SB | 0 | 20 | 625 | 0 | 0 | **1773** |

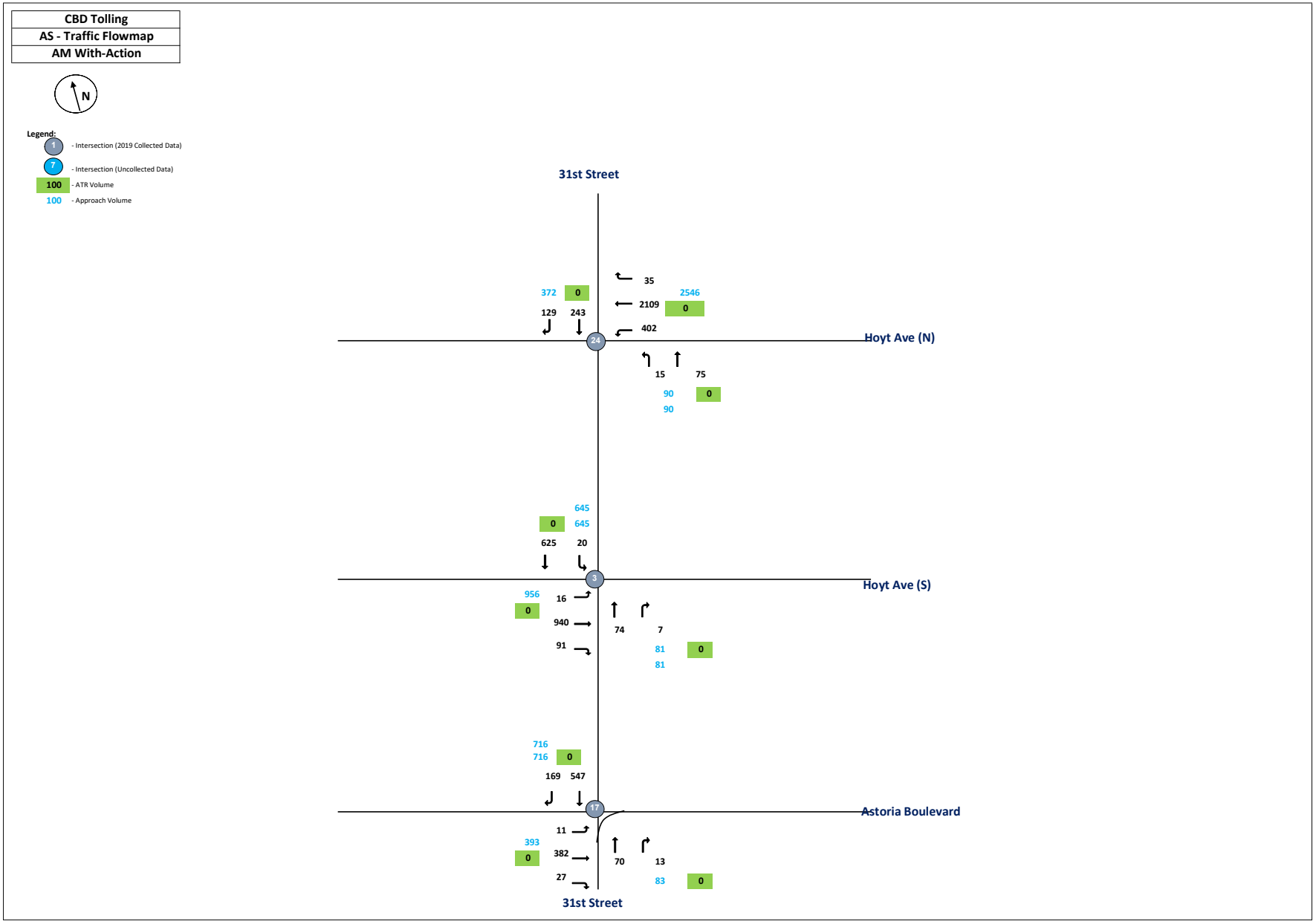
RFK-M 8:00 AM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 126th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-058)** | | | | | | | | |
| **RFK Ramp** | **1** | NW | 30 | 190 | 0 | 415 | 0 | |
| E 126th Street | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| E 126th Street | 1 | WB | 0 | 39 | 29 | 90 | 0 | |
| 2nd Ave | 1 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 1 | SB | 0 | 0 | 1183 | 42 | 0 | **1383** |
| E 125th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-059)** | **2** | | | | | | | |
| E 125th Street | 2 | EB | 0 | 0 | 672 | 40 | 0 | |
| E 125th Street | 2 | WB | 0 | 11 | 29 | 0 | 0 | |
| 2nd Ave | 2 | SW | 0 | 453 | 0 | 153 | 0 | |
| 2nd Ave | 2 | SB | 0 | 502 | 699 | 51 | 0 | **2610** |

**CBD Tolling**
**RKB - Traffic Flowmap**
**AM With-Action**

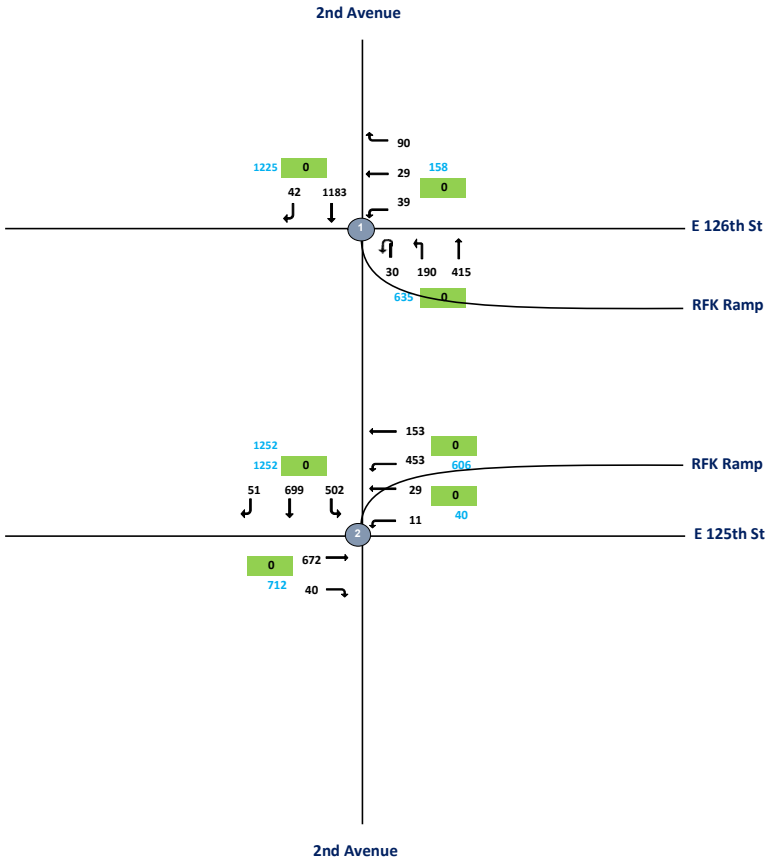
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume




CBD Tolling
AS - Traffic Flowmap
AM With-Action
N
Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume
31st Street
372
0
129
243
35
2109
0
402
2546
15
75
90
0
90
24
Hoyt Ave (N)
645
0
645
625
20
956
0
16
940
91
74
7
81
0
81
3
Hoyt Ave (S)
716
716
0
169
547
11
393
0
382
27
70
13
83
0
17
Astoria Boulevard
31st Street

**CBD Tolling**
**RKM - Traffic Flowmap**
**AM With-Action**

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



RFK-B 5:00 PM

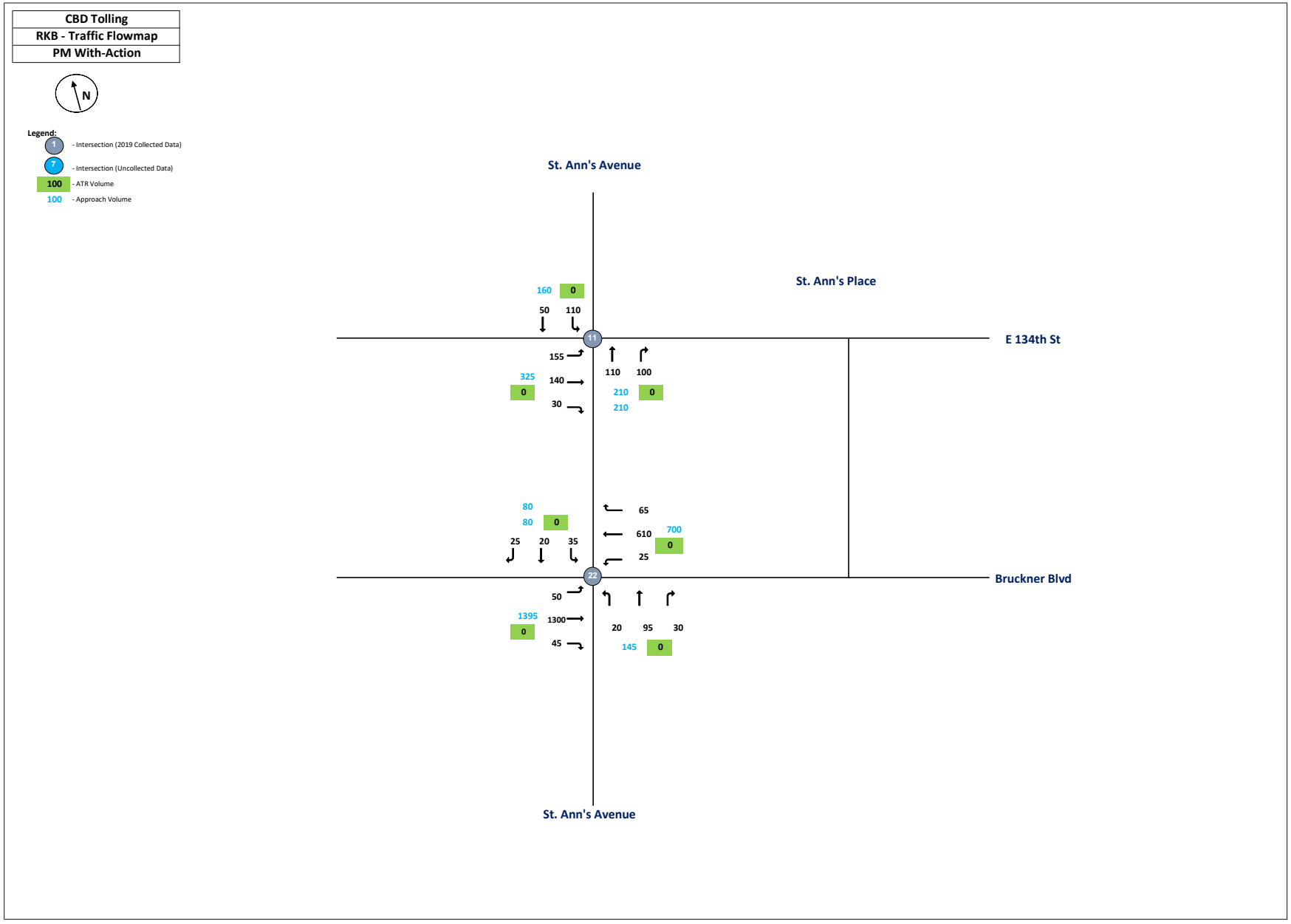
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 134th Street and St. Ann's Ave | | | | | | | | |
| **2019 (TMC-060)** | **11** | | | | | | | |
| E 134th Street | 11 | EB | 0 | 155 | 140 | 30 | 0 | |
| E 134th Street | 11 | WB | 0 | 0 | 0 | 0 | 0 | |
| St. Ann's Ave | 11 | NB | 0 | 0 | 110 | 100 | 0 | |
| St. Ann's Ave | 11 | SB | 0 | 110 | 50 | 0 | 0 | **695** |
| Bruckner Blvd and St. Ann's Ave | | | | | | | | |
| **2019 (TMC-061)** | **22** | | | | | | | |
| Bruckner Blvd | 22 | EB | 0 | 50 | 1300 | 45 | 0 | |
| Bruckner Blvd | 22 | WB | 0 | 25 | 610 | 65 | 0 | |
| St. Ann's Ave | 22 | NB | 0 | 20 | 95 | 30 | 0 | |
| St. Ann's Ave | 22 | SB | 0 | 35 | 20 | 25 | 0 | **2320** |

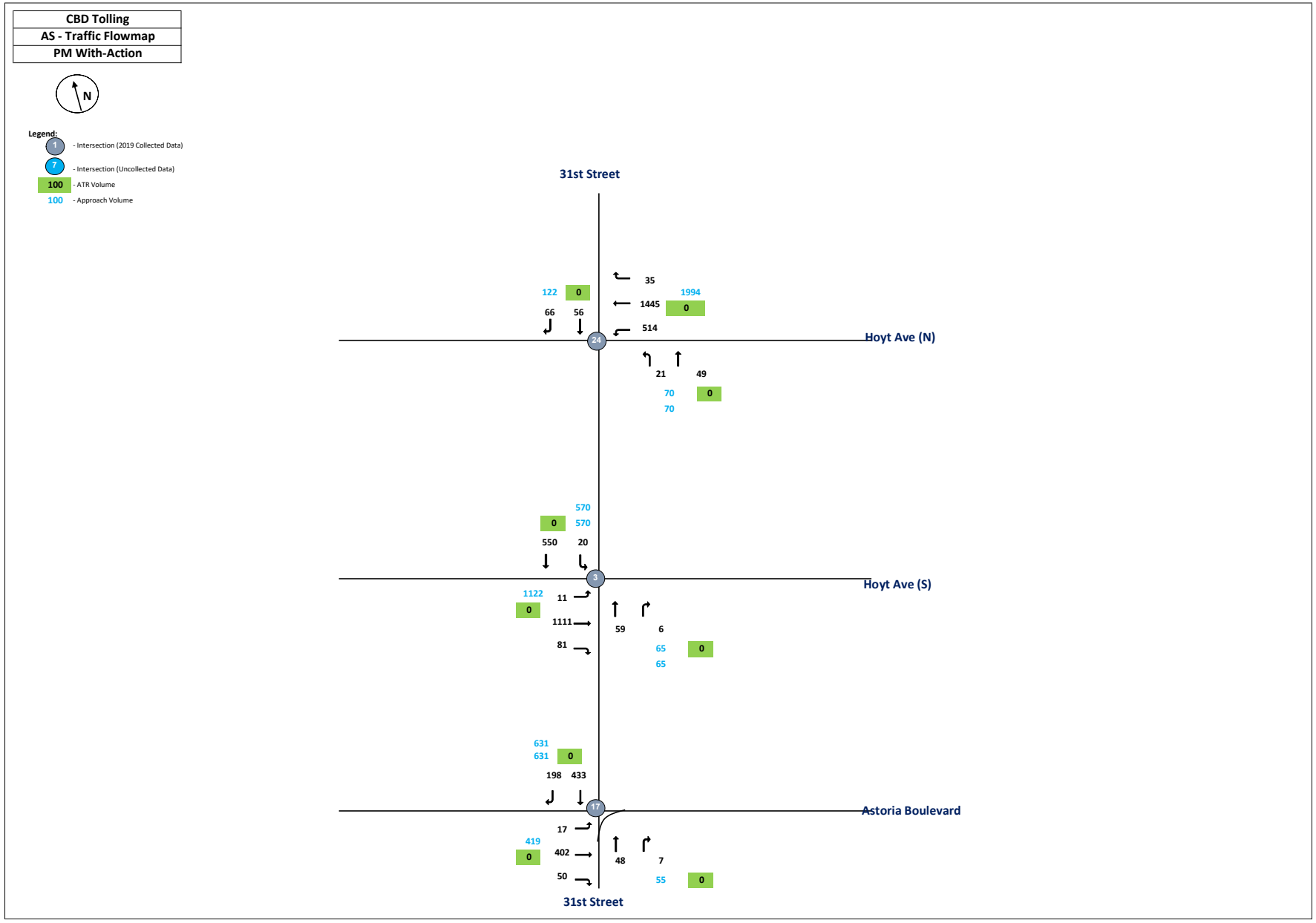
RFK-Q 5:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 31st Street and Astoria Blvd | | | | | | | | |
| **2019 (TMC-062)** | **17** | | | | | | | |
| Astoria Blvd | 17 | EB | 0 | 17 | 402 | 50 | 0 | |
| Astoria Blvd | 17 | WB | 0 | 0 | 0 | 0 | 0 | |
| 31st Street | 17 | NB | 0 | 0 | 48 | 7 | 0 | |
| 31st Street | 17 | SB | 0 | 0 | 433 | 198 | 0 | **1155** |
| 31st Street and Hoyt Ave N | | | | | | | | |
| **2019 (TMC-063)** | **24** | | | | | | | |
| Hoyt Ave N | 24 | EB | 0 | 0 | 0 | 0 | 0 | |
| Hoyt Ave N | 24 | WB | 0 | 514 | 1445 | 35 | 0 | |
| 31st Street | 24 | NB | 0 | 21 | 49 | 0 | 0 | |
| 31st Street | 24 | SB | 0 | 0 | 56 | 66 | 0 | **2186** |
| 31st Street and Hoyt Ave S | | | | | | | | |
| **2019 (TMC-064)** | **3** | | | | | | | |
| Hoyt Ave S | 3 | EB | 0 | 11 | 1111 | 81 | 0 | |
| | 3 | | 0 | 0 | 0 | 0 | 0 | |
| 31st Street | 3 | NB | 0 | 0 | 59 | 6 | 0 | |
| 31st Street | 3 | SB | 0 | 20 | 550 | 0 | 0 | **1838** |

RFK-M 5:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 126th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-058)** | | | | | | | | |
| **RFK Ramp** | **1** | NW | 25 | 180 | 0 | 765 | 0 | |
| E 126th Street | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| E 126th Street | 1 | WB | 0 | 42 | 22 | 44 | 0 | |
| 2nd Ave | 1 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 1 | SB | 0 | 0 | 1332 | 31 | 0 | **1471** |
| E 125th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-059)** | **2** | | | | | | | |
| E 125th Street | 2 | EB | 0 | 0 | 731 | 20 | 0 | |
| E 125th Street | 2 | WB | 0 | 26 | 83 | 0 | 0 | |
| 2nd Ave | 2 | SW | 0 | 583 | 0 | 218 | 0 | |
| 2nd Ave | 2 | SB | 0 | 633 | 715 | 51 | 0 | **3060** |


CBD Tolling
RKB - Traffic Flowmap
PM With-Action
N
Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume
St. Ann's Avenue
St. Ann's Place
E 134th St
Bruckner Blvd
St. Ann's Avenue
11
22
160
0
50
110
155
325
0
140
30
110
100
210
0
210
80
80
0
25
20
35
65
610
700
0
25
50
1395
0
1300
45
20
95
30
145
0


CBD Tolling
AS - Traffic Flowmap
PM With-Action
N
Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume
31st Street
Hoyt Ave (N)
Hoyt Ave (S)
Astoria Boulevard
31st Street
24
3
17
122
0
66
56
35
1445
0
514
1994
0
21
49
70
0
70
570
0
570
550
20
1122
0
11
1111
81
59
6
65
0
65
631
631
0
198
433
17
419
0
402
50
48
7
55
0

**RKM** **5:00 PM**

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 126th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-058)** | | | | | | | | |
| **RFK Ramp** | **1** | NW | 25 | 180 | 0 | 765 | 0 | |
| E 126th Street | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| E 126th Street | 1 | WB | 0 | 42 | 22 | 44 | 0 | |
| 2nd Ave | 1 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 1 | SB | 0 | 0 | 1332 | 31 | 0 | **1471** |
| E 125th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-059)** | **2** | | | | | | | |
| E 125th Street | 2 | EB | 0 | 0 | 731 | 20 | 0 | |
| E 125th Street | 2 | WB | 0 | 26 | 83 | 0 | 0 | |
| 2nd Ave | 2 | SW | 0 | 583 | 0 | 218 | 0 | |
| 2nd Ave | 2 | SB | 0 | 633 | 715 | 51 | 0 | **3060** |

RFK-B 9:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 134th Street and St. Ann's Ave | | | | | | | | |
| **2019 (TMC-060)** | **11** | | | | | | | |
| E 134th Street | 11 | EB | 0 | 190 | 90 | 35 | 0 | |
| E 134th Street | 11 | WB | 0 | 0 | 0 | 0 | 0 | |
| St. Ann's Ave | 11 | NB | 0 | 0 | 100 | 20 | 0 | |
| St. Ann's Ave | 11 | SB | 0 | 40 | 50 | 0 | 0 | **525** |
| Bruckner Blvd and St. Ann's Ave | | | | | | | | |
| **2019 (TMC-061)** | **22** | | | | | | | |
| Bruckner Blvd | 22 | EB | 0 | 40 | 1515 | 10 | 0 | |
| Bruckner Blvd | 22 | WB | 0 | 10 | 500 | 25 | 0 | |
| St. Ann's Ave | 22 | NB | 0 | 10 | 55 | 15 | 0 | |
| St. Ann's Ave | 22 | SB | 0 | 30 | 10 | 45 | 0 | **2265** |

RFK-Q 9:00 PM

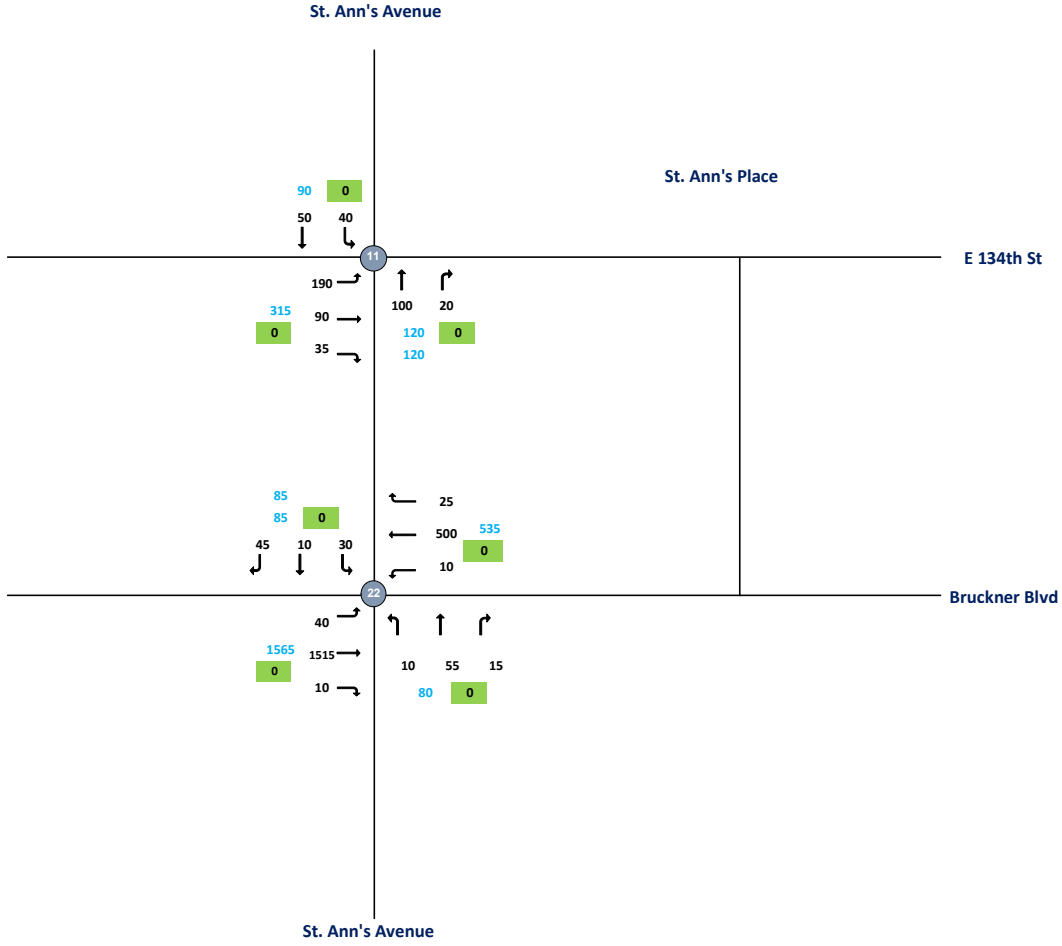
| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 31st Street and Astoria Blvd | | | | | | | | |
| **2019 (TMC-062)** | **17** | | | | | | | |
| Astoria Blvd | 17 | EB | 0 | 10 | 322 | 17 | 0 | |
| Astoria Blvd | 17 | WB | 0 | 0 | 0 | 0 | 0 | |
| 31st Street | 17 | NB | 0 | 0 | 24 | 6 | 0 | |
| 31st Street | 17 | SB | 0 | 0 | 306 | 147 | 0 | **832** |
| 31st Street and Hoyt Ave N | | | | | | | | |
| **2019 (TMC-063)** | **24** | | | | | | | |
| Hoyt Ave N | 24 | EB | 0 | 0 | 0 | 0 | 0 | |
| Hoyt Ave N | 24 | WB | 0 | 444 | 1065 | 20 | 0 | |
| 31st Street | 24 | NB | 0 | 11 | 24 | 0 | 0 | |
| 31st Street | 24 | SB | 0 | 0 | 167 | 38 | 0 | **1769** |
| 31st Street and Hoyt Ave S | | | | | | | | |
| **2019 (TMC-064)** | **3** | | | | | | | |
| Hoyt Ave S | 3 | EB | 0 | 6 | 864 | 46 | 0 | |
| | 3 | | 0 | 0 | 0 | 0 | 0 | |
| 31st Street | 3 | NB | 0 | 0 | 29 | 5 | 0 | |
| 31st Street | 3 | SB | 0 | 204 | 407 | 0 | 0 | **1561** |

RFK-M 9:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| E 126th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-058)** | | | | | | | | |
| **RFK Ramp** | **1** | NW | 5 | 75 | 0 | 535 | 0 | |
| E 126th Street | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| E 126th Street | 1 | WB | 0 | 20 | 33 | 57 | 0 | |
| 2nd Ave | 1 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 1 | SB | 0 | 0 | 540 | 17 | 0 | **667** |
| E 125th Street and 2nd Ave | | | | | | | | |
| **2019 (TMC-059)** | **2** | | | | | | | |
| E 125th Street | 2 | EB | 0 | 0 | 682 | 50 | 0 | |
| E 125th Street | 2 | WB | 0 | 8 | 37 | 0 | 0 | |
| 2nd Ave | 2 | SW | 0 | 187 | 0 | 164 | 0 | |
| 2nd Ave | 2 | SB | 0 | 124 | 424 | 17 | 0 | **1693** |

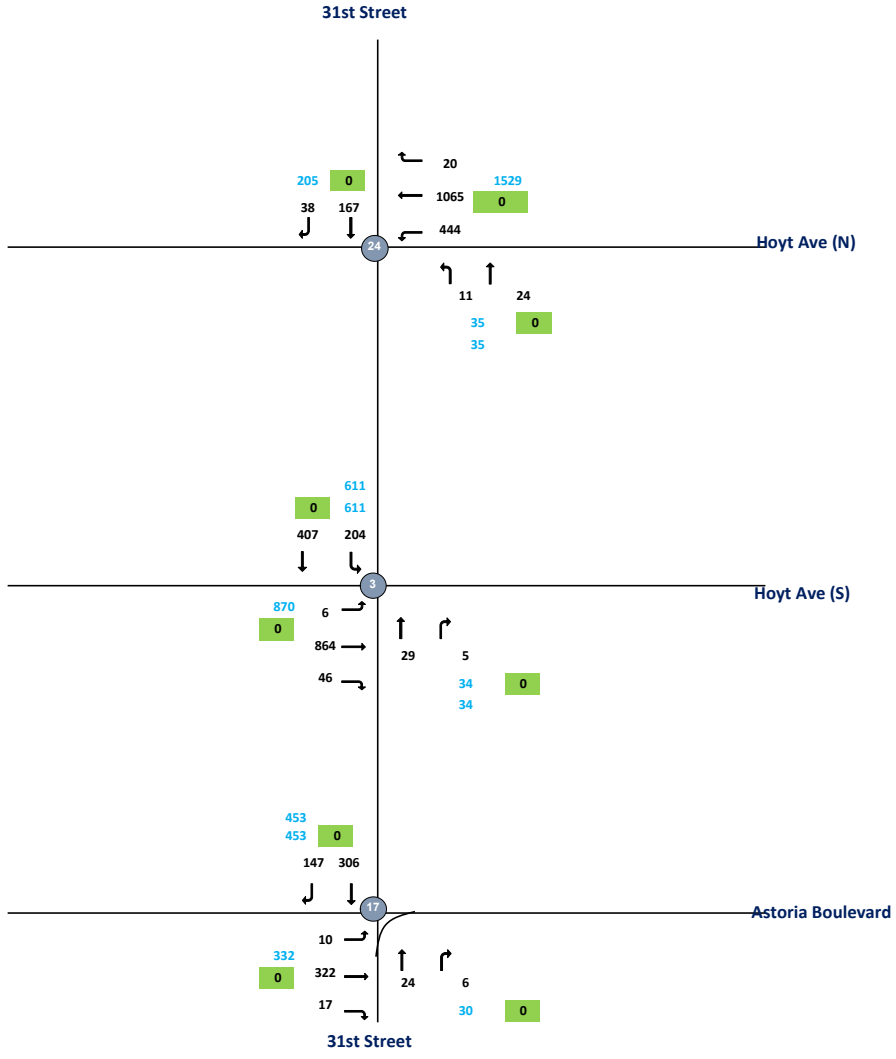
| CBD Tolling |
| --- |
| RKB - Traffic Flowmap |
| LN With-Action |

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume



| CBD Tolling |
| --- |
| AS - Traffic Flowmap |
| LN With-Action |

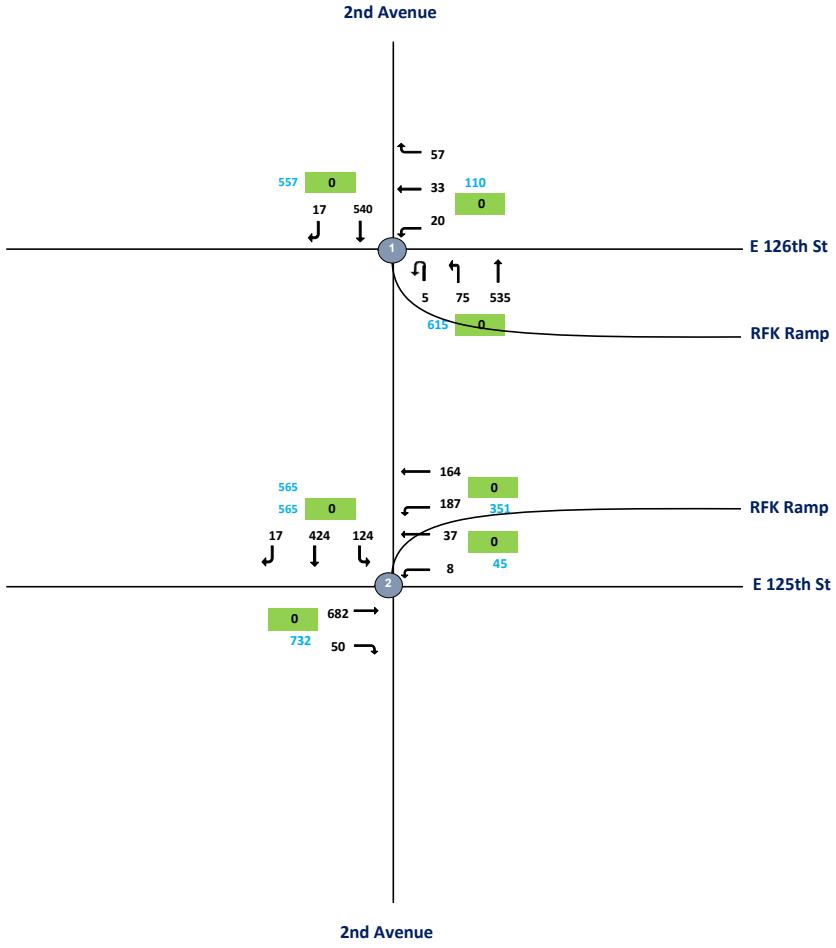
Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



**CBD Tolling**
**RKM - Traffic Flowmap**
**LN With-Action**

N

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume

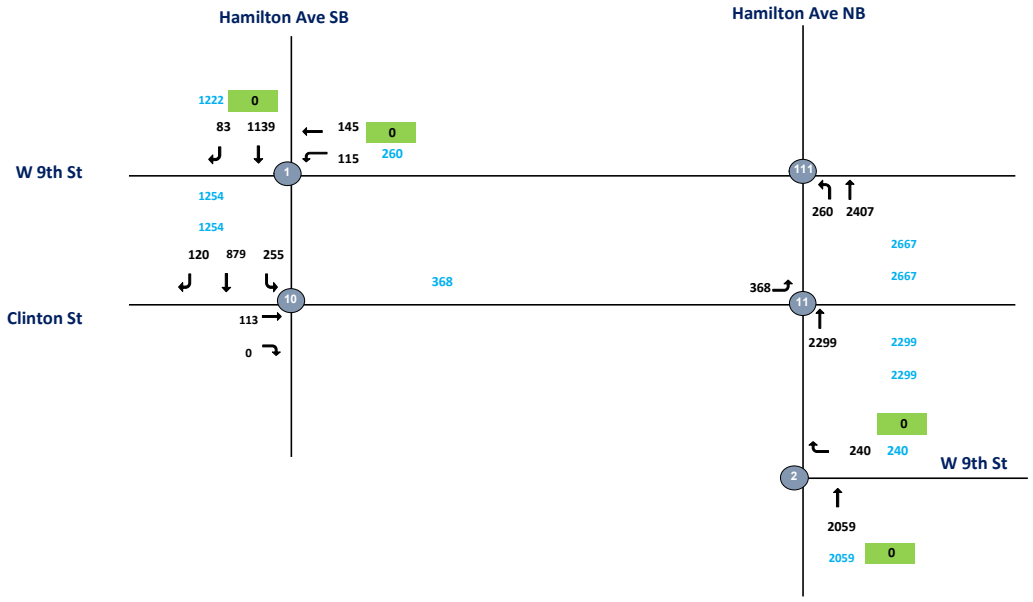


RH 8:00:00 AM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **1** | | | | | | | |
| W 9th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 1 | WB | 0 | 115 | 145 | 0 | 0 | |
| Hamilton Ave SB | 1 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 1 | SB | 0 | 0 | 1139 | 83 | 0 | **1482** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **10** | | | | | | | |
| Clinton Avenue | 10 | EB | 0 | 0 | 113 | 0 | 0 | |
| Clinton Avenue | 10 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 10 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 10 | SB | 0 | 255 | 879 | 120 | 0 | **1367** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **11** | | | | | | | |
| Clinton Avenue | 11 | EB | 0 | 368 | 0 | 0 | 0 | |
| Clinton Avenue | 11 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave | 11 | NB | 0 | 0 | 2299 | 0 | 0 | |
| Hamilton Ave | 11 | | 0 | 0 | 0 | 0 | 0 | **2667** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **111** | | | | | | | |
| W 9th St | 111 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 111 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave | 111 | NB | 0 | 260 | 2407 | 0 | 0 | |
| - | 111 | SB | 0 | 0 | 0 | 0 | 0 | **2667** |
| Hamilton Ave NB & W 9th St | | | | | | | | |
| **2019 (TMC-041)** | **2** | | | | | | | |
| W 9th St | 2 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 2 | WB | 0 | 0 | 0 | 240 | 0 | |
| Hamilton Ave | 2 | NB | 0 | 0 | 2059 | 0 | 0 | |
| Hamilton Ave | 2 | SB | 0 | 0 | 0 | 0 | 0 | **2299** |

**CBD Tolling**
**Red Hook- Traffic Flowmap**
**AM With-Action**

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume

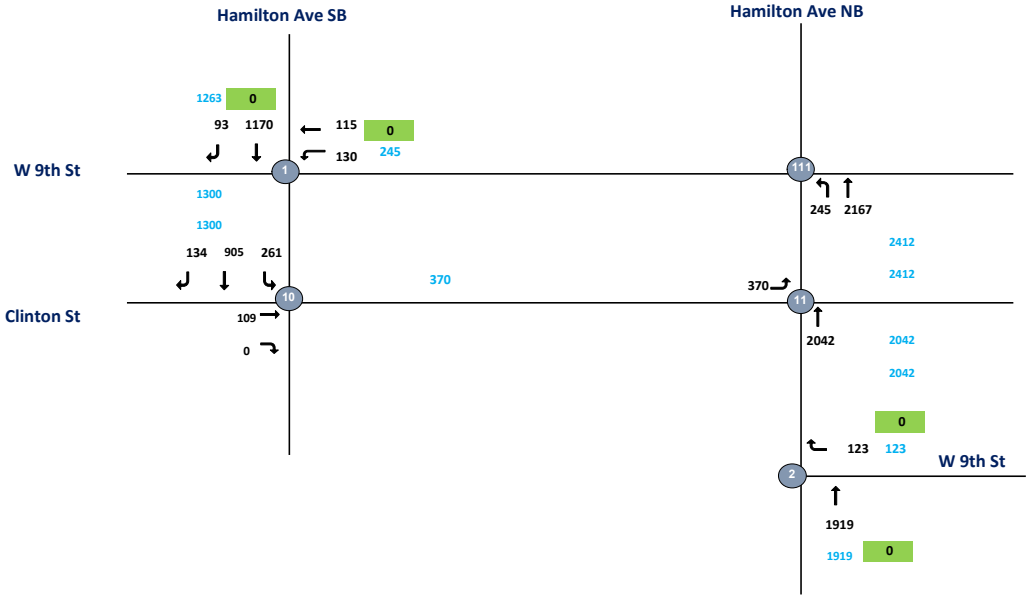


RH 1:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **1** | | | | | | | |
| W 9th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 1 | WB | 0 | 130 | 115 | 0 | 0 | |
| Hamilton Ave SB | 1 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 1 | SB | 0 | 0 | 1170 | 93 | 0 | **1508** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **10** | | | | | | | |
| Clinton Avenue | 10 | EB | 0 | 0 | 109 | 0 | 0 | |
| Clinton Avenue | 10 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 10 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 10 | SB | 0 | 261 | 905 | 134 | 0 | **1409** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **11** | | | | | | | |
| Clinton Avenue | 11 | EB | 0 | 370 | 0 | 0 | 0 | |
| Clinton Avenue | 11 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave | 11 | NB | 0 | 0 | 2042 | 0 | 0 | |
| Hamilton Ave | 11 | | 0 | 0 | 0 | 0 | 0 | **2412** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **111** | | | | | | | |
| W 9th St | 111 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 111 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave | 111 | NB | 0 | 245 | 2167 | 0 | 0 | |
| - | 111 | SB | 0 | 0 | 0 | 0 | 0 | **2412** |
| Hamilton Ave NB & W 9th St | | | | | | | | |
| **2019 (TMC-041)** | **2** | | | | | | | |
| W 9th St | 2 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 2 | WB | 0 | 0 | 0 | 123 | 0 | |
| Hamilton Ave | 2 | NB | 0 | 0 | 1919 | 0 | 0 | |
| Hamilton Ave | 2 | SB | 0 | 0 | 0 | 0 | 0 | **2042** |

**CBD Tolling**
**Red Hook- Traffic Flowmap**
**MD With-Action**

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

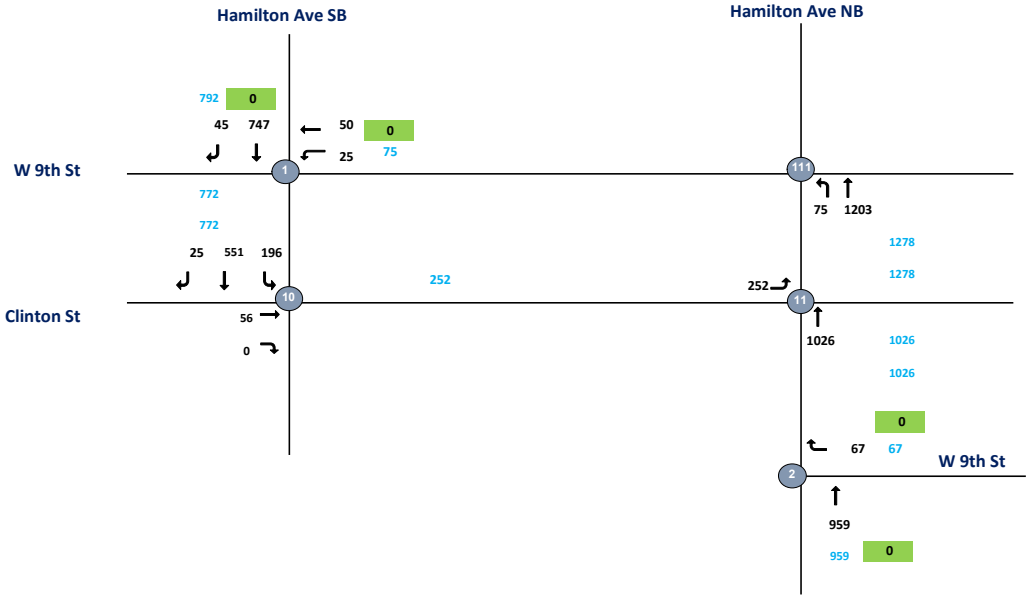


RH 9:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **1** | | | | | | | |
| W 9th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 1 | WB | 0 | 25 | 50 | 0 | 0 | |
| Hamilton Ave SB | 1 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 1 | SB | 0 | 0 | 747 | 45 | 0 | **867** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **10** | | | | | | | |
| Clinton Avenue | 10 | EB | 0 | 0 | 56 | 0 | 0 | |
| Clinton Avenue | 10 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 10 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave SB | 10 | SB | 0 | 196 | 551 | 25 | 0 | **828** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **11** | | | | | | | |
| Clinton Avenue | 11 | EB | 0 | 252 | 0 | 0 | 0 | |
| Clinton Avenue | 11 | | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave | 11 | NB | 0 | 0 | 1026 | 0 | 0 | |
| Hamilton Ave | 11 | | 0 | 0 | 0 | 0 | 0 | **1278** |
| Hamilton Ave SB & W 9th St | | | | | | | | |
| **2019 (TMC-040)** | **111** | | | | | | | |
| W 9th St | 111 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 111 | WB | 0 | 0 | 0 | 0 | 0 | |
| Hamilton Ave | 111 | NB | 0 | 75 | 1203 | 0 | 0 | |
| - | 111 | SB | 0 | 0 | 0 | 0 | 0 | **1278** |
| Hamilton Ave NB & W 9th St | | | | | | | | |
| **2019 (TMC-041)** | **2** | | | | | | | |
| W 9th St | 2 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 9th St | 2 | WB | 0 | 0 | 0 | 67 | 0 | |
| Hamilton Ave | 2 | NB | 0 | 0 | 959 | 0 | 0 | |
| Hamilton Ave | 2 | SB | 0 | 0 | 0 | 0 | 0 | **1026** |

**CBD Tolling**
**Red Hook- Traffic Flowmap**
**LN With-Action**

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume



UES 9:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 60th Street & Queensboro Bridge Exit | | | | | | | | |
| **2019 (TMC-022)** | **1** | | | | | | | |
| 60th Street | 1 | EB | 0 | 0 | 10 | 0 | 0 | |
| 60th Street | 1 | WB | 0 | 0 | 0 | 0 | 0 | |
| Queensboro Bridge Exit | 1 | NB | 0 | 9 | 79 | 273 | 0 | |
| | 1 | SB | 0 | 0 | 0 | 0 | 0 | **371** |
| 60th Street & 3rd Ave | | | | | | | | |
| **2019 (TMC-023)** | **2** | | | | | | | |
| | 2 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th Street | 2 | WB | 0 | 0 | 219 | 30 | 0 | |
| 3rd Ave | 2 | NB | 0 | 70 | 932 | 0 | 0 | |
| | 2 | SB | 0 | 0 | 0 | 0 | 0 | **1251** |
| 60th St & York Ave | | | | | | | | |
| **2019 (TMC-024)** | **3** | | | | | | | |
| 60th St | 3 | EB | 0 | 228 | 0 | 25 | 0 | |
| 60th St | 3 | WB | 0 | 0 | 0 | 0 | 0 | |
| York Ave | 3 | NB | 0 | 0 | 475 | 0 | 0 | |
| York Ave | 3 | SB | 0 | 0 | 378 | 0 | 0 | **1106** |
| 59th St & 2nd Ave | | | | | | | | |
| **2019 (TMC-025)** | | | | | | | | |
| Queensboro Bridge Exit (SWB) | **4** | | | | | | | |
| 59th St | 4 | EB | 0 | 0 | 181 | 120 | 94 | |
| | 4 | WB | 0 | 0 | 0 | 0 | 0 | |
| | 4 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 4 | SB | 227 | 6 | 741 | 0 | 0 | **1369** |
| 60th Street & 2nd Ave | | | | | | | | |
| **2019 (TMC-026)** | 5 | WB(bridge) | | | | | | |
| Queensboro Bridge Exit (NWB) | **5** | NW | 160 | 150 | 0 | 0 | 0 | |
| 60th St | 5 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th St | 5 | WB | 0 | 5 | 5 | 0 | 0 | |
| | 5 | NB | 0 | 0 | 0 | 0 | 0 | |
| 2nd Ave | 5 | SB | 14 | 0 | 809 | 94 | 0 | **927** |

UES 9:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 60th St & 1st Ave | | | | | | | | |
| **2019 (TMC-027)** | **6** | | | | | | | |
| 60th Ave | 6 | EB | 0 | 116 | 167 | 0 | 0 | |
| | 6 | WB | 0 | 0 | 0 | 0 | 0 | |
| 1st Ave | 6 | NB | 0 | 0 | 1116 | 86 | 0 | |
| | 6 | SB | 0 | 0 | 0 | 0 | 0 | **1485** |
| 60th St & Lexington Ave | | | | | | | | |
| **2019 (TMC-028)** | **7** | | | | | | | |
| | 7 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th St | 7 | WB | 0 | 64 | 225 | 0 | 0 | |
| | 7 | NB | 0 | 0 | 0 | 0 | 0 | |
| Lexington Ave | 7 | SB | 0 | 0 | 743 | 47 | 0 | **1079** |
| 60th St & Park Ave | | | | | | | | |
| **2019 (TMC-029)** | **8** | | | | | | | |
| | 8 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th St | 8 | WB | 0 | 0 | 237 | 35 | 0 | |
| Park Ave | 8 | NB | 0 | 50 | 499 | 0 | 0 | |
| Park Ave | 8 | SB | 0 | 0 | 0 | 0 | 0 | **821** |
| 60th St & Park Ave | | | | | | | | |
| **2019 (TMC-029)** | **888** | | | | | | | |
| | 888 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th St | 888 | WB | 0 | 97 | 190 | 0 | 0 | |
| Park Ave | 888 | NB | 0 | 0 | 0 | 0 | 0 | |
| Park Ave | 888 | SB | 0 | 0 | 808 | 96 | 0 | **1191** |
| 60th St & Madison Ave | | | | | | | | |
| **2019 (TMC-030)** | **9** | | | | | | | |
| | 9 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th St | 9 | WB | 0 | 0 | 234 | 52 | 0 | |
| Madison Ave | 9 | NB | 0 | 73 | 810 | 0 | 0 | |
| | 9 | SB | 0 | 0 | 0 | 0 | 0 | **1169** |

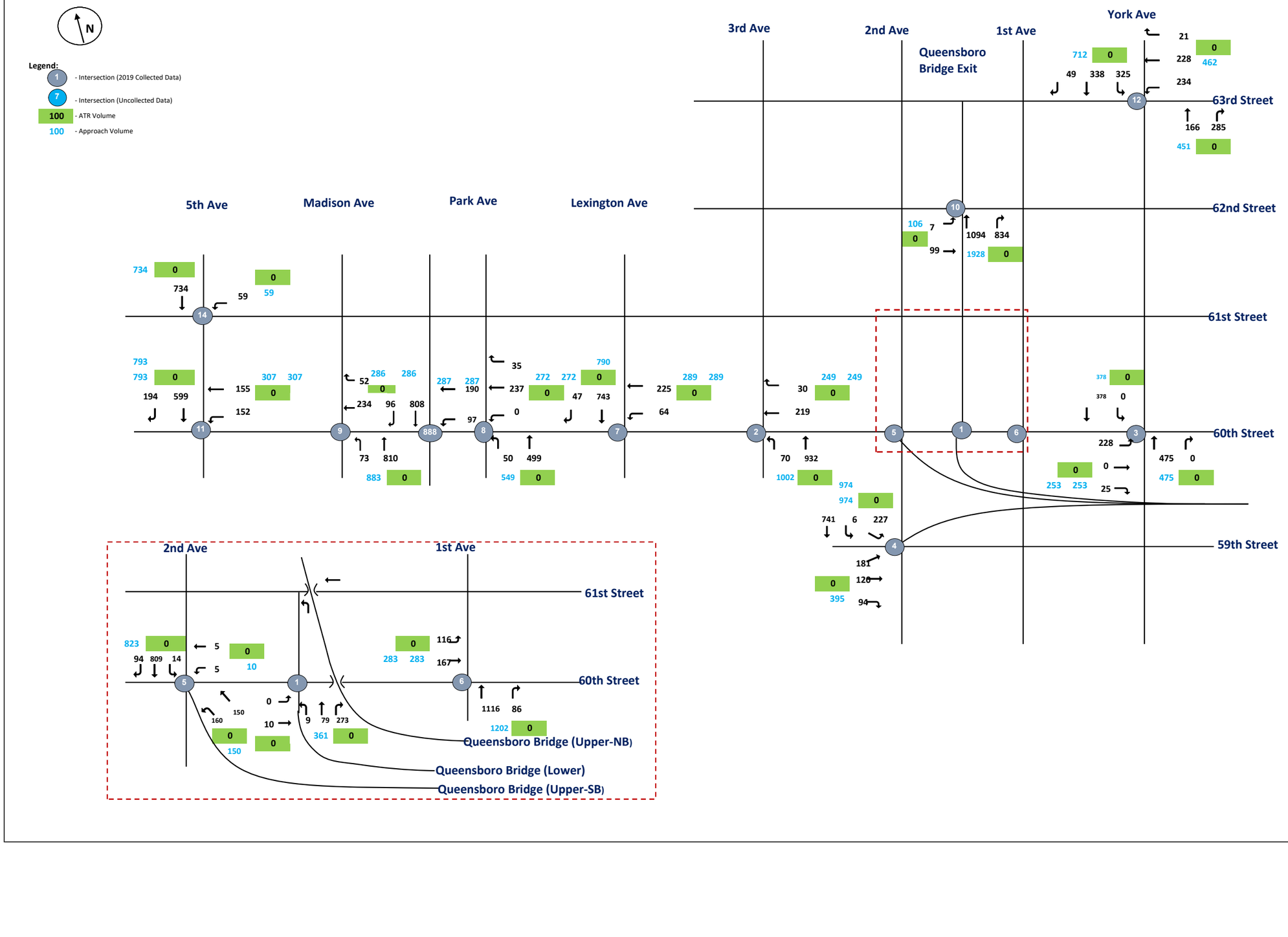
UES 9:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 62nd St & Queensboror Bridge Exit | | | | | | | | |
| **2019 (TMC-031)** | **10** | | | | | | | |
| 62nd St | 10 | EB | 0 | 7 | 99 | 0 | 0 | |
| | 10 | WB | 0 | 0 | 0 | 0 | 0 | |
| Queensboro Bridge Exit | 10 | NB | 0 | 0 | 1094 | 834 | 0 | |
| | 10 | SB | 0 | 0 | 0 | 0 | 0 | **2034** |
| 60th St & 5th Ave | | | | | | | | |
| **2019 (TMC-032)** | **11** | | | | | | | |
| | 11 | EB | 0 | 0 | 0 | 0 | 0 | |
| 60th St | 11 | WB | 0 | 152 | 155 | 0 | 0 | |
| | 11 | NB | 0 | 0 | 0 | 0 | 0 | |
| 5th Ave | 11 | SB | 0 | 0 | 599 | 194 | 0 | **1100** |
| 63rd St & York Ave | | | | | | | | |
| **2019 (TMC-033)** | **12** | | | | | | | |
| | 12 | EB | 0 | 0 | 0 | 0 | 0 | |
| 63rd St | 12 | WB | 0 | 234 | 228 | 21 | 0 | |
| York Ave | 12 | NB | 0 | 0 | 166 | 285 | 0 | |
| York Ave | 12 | SB | 0 | 325 | 338 | 49 | 0 | **1646** |
| 53rd St & FDR Drive | | | | | | | | |
| **2019 (TMC-034)** | **13** | | | | | | | |
| | 13 | EB | 0 | 0 | 0 | 0 | 0 | |
| 53rd St | 13 | SW | 0 | 0 | 0 | 315 | 0 | |
| | 13 | NB | 0 | 0 | 0 | 0 | 0 | |
| FDR Drive | 13 | SB | 0 | 0 | 0 | 131 | 0 | **446** |
| 61st St & 5th Ave | | | | | | | | |
| **2019 (TMC-035)** | **14** | | | | | | | |
| | 14 | EB | 0 | 0 | 0 | 0 | 0 | |
| 61st St | 14 | WB | 0 | 59 | 0 | 0 | 0 | |
| | 14 | NB | 0 | 0 | 0 | 0 | 0 | |
| 5th Ave | 14 | SB | 0 | 0 | 734 | 0 | 0 | **793** |

UES 9:00:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| 65th St & 5th Ave | | | | | | | | |
| **2019 (TMC-036)** | **15** | | | | | | | |
| 65th St | 15 | EB | 0 | 0 | 646 | 198 | 0 | |
| | 15 | WB | 0 | 0 | 0 | 0 | 0 | |
| | 15 | NB | 0 | 0 | 0 | 0 | 0 | |
| 5th Ave | 15 | SB | 0 | 69 | 668 | 0 | 0 | **1581** |
| 66th St & 5th Ave | | | | | | | | |
| **2019 (TMC-037)** | **16** | | | | | | | |
| | 16 | EB | 0 | 0 | 0 | 0 | 0 | |
| 66th St | 16 | WB | 0 | 55 | 439 | 0 | 0 | |
| | 16 | NB | 0 | 0 | 0 | 0 | 0 | |
| 5th Ave | 16 | SB | 0 | 0 | 682 | 242 | 0 | **1418** |
| 79th St & 5th Ave | | | | | | | | |
| **2019 (TMC-038)** | **17** | | | | | | | |
| 79th St | 17 | EB | 0 | 0 | 336 | 105 | 0 | |
| 79th St | 17 | WB | 0 | 50 | 353 | 0 | 0 | |
| | 17 | NB | 0 | 0 | 0 | 0 | 0 | |
| 5th Ave | 17 | SB | 0 | 56 | 576 | 64 | 0 | **1540** |
| 71st St & York Ave | | | | | | | | |
| **2019 (TMC-039)** | **18** | | | | | | | |
| | 18 | EB | 0 | 0 | 0 | 0 | 0 | |
| 71st St | 18 | WB | 0 | 76 | 176 | 76 | 0 | |
| York Ave | 18 | NB | 0 | 9 | 151 | 0 | 0 | |
| York Ave | 18 | SB | 0 | 0 | 224 | 31 | 0 | **743** |

**CBD Tolling**
**UE #1 - Traffic Flowmap**
**LN With Action**



| CBD Tolling |
| --- |
| UE #2 - Traffic Flowmap |
| LN With Action |

N

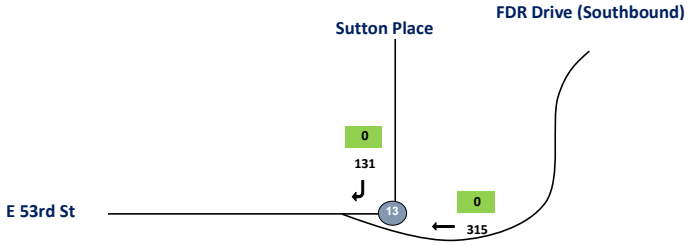
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

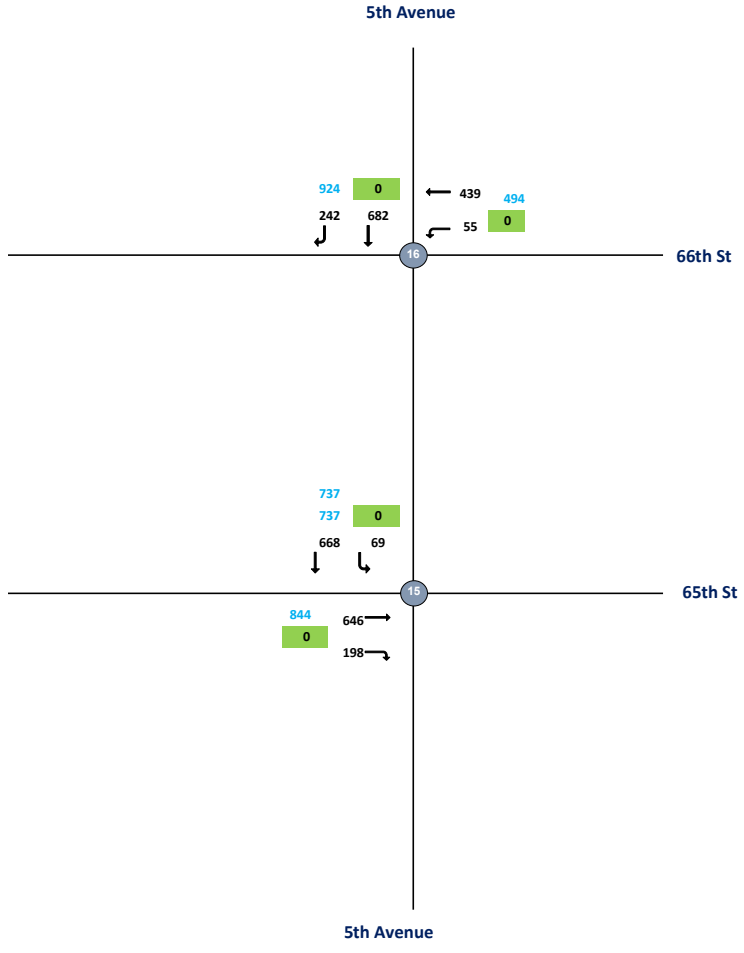
100 - ATR Volume

100 - Approach Volume



| CBD Tolling |
| --- |
| UE #3 - Traffic Flowmap |
| LN With Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



| CBD Tolling |
| --- |
| UE #3 - Traffic Flowmap |
| LN With Action |

N

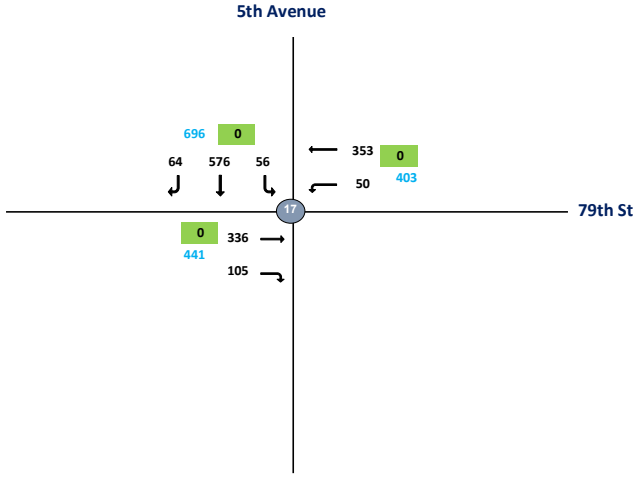
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

100 - ATR Volume

100 - Approach Volume



| CBD Tolling |
| --- |
| UE #4 - Traffic Flowmap |
| LN With Action |

N

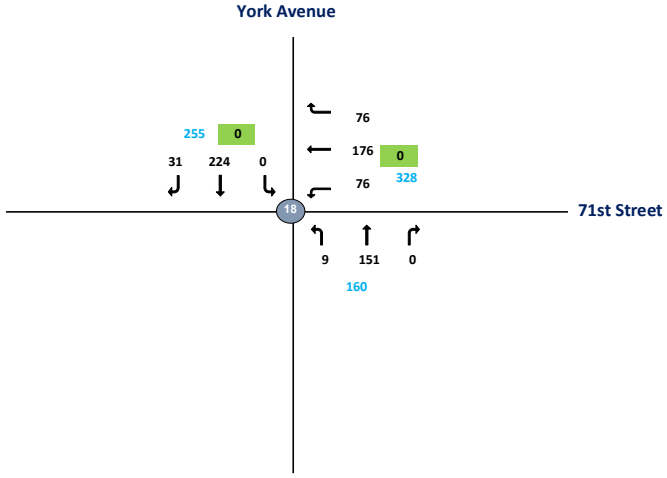
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

100 - ATR Volume

100 - Approach Volume



# 11 Energy

Chapter 11 of the Final EA evaluated the effects of the CBD Tolling Alternative on energy demand during operation and construction. This section evaluates the effects of the final toll schedule on energy demand.

## OUTCOME

Consistent with the conclusions of the Final EA, the adopted toll schedule would result in a reduction in vehicle-miles traveled (VMT) in the 12-county study area and would also therefore reduce energy use as compared to the No Action Alternative.

## METHODOLOGY

### Final EA Methodology

The Final EA evaluated the potential effects of the Project on the following elements:

- **Roadway energy:** analyzed using the same methodology, assumptions and model as the regional air quality analysis conducted in Chapter 10 (Tolling Scenario A, for the 12-county study area, using the U.S. Environmental Protection Agency's (EPA) then-current emissions model, MOVES2014b). The analysis evaluated Tolling Scenario A because that scenario was predicted to have the smallest reduction in VMT. Using that scenario presents the smallest benefit in energy; other tolling scenarios would have a larger benefit.
- **Server and systems energy:** energy required to power monitoring and tolling equipment, including network detection systems, and servers that process the data collected by the network detection systems.
- **Construction energy:** calculated based on the construction cost, using the NYSDOT construction cost calculation procedures to quantify energy use.

### Reevaluation Methodology

- **Roadway energy:** As did the Final EA, the reevaluation energy analysis built off the air quality analysis and used the same methodology, assumptions, and model. The reevaluation of air quality for the adopted toll schedule was of the 12-county study area, using the EPA's current emissions model (MOVES3.1). (See the section on air quality for further information about the models used for the reevaluation.)
- **Server, systems and construction energy:** there are no changes to the power requirements or construction costs of the Project with the adopted toll structure. No further analysis needed.

## ANALYSIS AND FINDINGS

Like Final EA Tolling Scenario A, the adopted toll schedule would result in a reduction in VMT in the 12-county study area and would also therefore reduce energy use as compared to the No Action Alternative. The conclusions in the Final EA are still valid, as the Project would decrease total operational energy use.

*Table XX. Percent Change in Energy Demand Vs. No Action Alternative (2023), Final EA and Adopted Toll Schedule*

| FINAL EA ANALYSIS (TOLLING SCENARIO A) | ADOPTED TOLL SCHEDULE |
|---|---|
| -0.6% | -0.6% |

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **11 – Energy** | | Reductions in regional energy consumption | 12-county study area | Narrative | Reductions in regional VMT would reduce energy consumption | | | | | | | No | **No mitigation needed.** Beneficial effects | Same as Final EA | No | **No mitigation needed.** Beneficial effects |

# 12 Noise

Chapter 12 of the Final EA presented an evaluation of the potential changes in traffic noise exposure that would result from projected changes in traffic volumes with the implementation of the CBD Tolling Alternative. This section evaluates the effects of the adopted toll schedule on noise levels.

## OUTCOME

The analysis demonstrates that the conclusions of the Final EA remain unchanged. There are no potential adverse effects on noise levels and therefore no mitigation is needed.

## METHODOLOGY

### Final EA Methodology

The methodology used to determine potential noise effects is described starting on page 12-1 of the Final EA, Section 12.1.2, "Methodology." In summary, the Final EA analysis methodology included the following:

1. For consideration of traffic-related noise near bridge and tunnel crossings into the Manhattan CBD, used BPM results related to traffic volumes for the tolling scenario with the highest predicted traffic volumes, Tolling Scenario D, which was the tolling scenario analyzed in the Final EA's traffic assessment (Subchapter 4B)
2. For evaluation of traffic-related noise at local intersections, used the same study areas and traffic volumes analyzed for traffic in the Final EA (Subchapter 4B) for all 102 local traffic intersections within 15 study areas. As with the traffic analysis, this assessment considered Tolling Scenario D at all locations, except in Downtown Brooklyn, where Tolling Scenario C was evaluated
3. Calculated incremental changes in noise levels for traffic volumes, using Passenger Car Equivalents (PCEs) (using PCEs, 1 auto = 1 PCE; 1 medium truck = 16 PCEs; 1 bus = 18 PCEs; 1 heavy truck = 47 PCEs) for each study area. As with the traffic analysis, the noise analysis used Tolling Scenario D at all locations except Downtown Brooklyn, for which it used Tolling Scenario C
    - For bridge and tunnel crossings, calculated 24-hour change in A-weighted noise levels (dB(A))[1]
    - For local intersections, calculated peak-period and late-night changes in A-weighted noise levels (dB(A))
4. For locations where predicted incremental noise levels were greater than 3.0 dB(A), which is the minimum level of potential perceptibility for most humans (see Final EA Chapter 12, Section

[1] As described in the Final EA, Chapter 12, sound is typically measured in units of decibels (dB). The human hearing range is more sensitive to midrange frequencies compared to either low or very high frequencies. This characteristic of the human ear is accounted for by adjusting or weighting the spectrum of the measured sound level for the sensitivity of the human hearing range, referred to as the A-weighted scale, and is denoted by the dB(A) notation.

12.1.2.1), conducted further analysis using FHWA's Traffic Noise Model (TNM) to determine if the increases would be adverse. No locations had predicted increases above 3.0 dB(A), so no further analysis was necessary

## Reevaluation Methodology

1. For the same study areas as the Final EA, used the traffic volumes developed for the reevaluation of traffic conditions
2. Where traffic volumes were higher for the adopted toll schedule than evaluated in the Final EA, calculated incremental changes in noise levels for traffic volumes, using same approach as in Final EA
3. As in the Final EA, for any locations with predicted incremental noise increases greater than 3.0 dB(A), conducted further analysis to determine if the increases would be adverse. No locations had predicted levels above this level so no further analysis was necessary

## ANALYSIS AND FINDINGS

The reevaluation concluded that, similar to the Final EA, the adopted toll schedule would not result in perceptible noise level increases at bridge and tunnel crossings or local intersections. All projected noise level increases would be below the 3 dB(A) perceptibility level.

- **Bridge and Tunnel Crossings:** The predicted noise level increases with the adopted toll schedule are all 0.5 dB(A) or less. Where increases are predicted compared to the No Action Alternative, in most cases they are lower than, or equal to, those studied in the Final EA. The location where the highest noise level increase would occur would shift with the adopted toll schedule. With the tolling scenarios evaluated in the Final EA, this would occur at the Queens-Midtown Tunnel; with the adopted toll schedule it would occur at the Robert F. Kennedy (RFK) Bridge in Manhattan. With both the adopted toll schedule and the Final EA tolling scenarios, the maximum noise-level increases would remain below the 3 dB(A) level of perceptibility.
- **Local Streets:** The location where the highest noise level increase would occur at traffic intersections would also shift with the adopted toll schedule. In the Final EA, this would occur during the midday in Lower Manhattan adjacent to Trinity Place and Edgar Street. With the adopted toll schedule, it would occur near the intersection of West 179th Street and Broadway during the AM and midday periods. With both the adopted toll schedule and the Final EA tolling scenarios, the maximum noise-level increases would remain below the 3 dB(A) level of perceptibility.

*Final EA Table 12-4. Projected Noise-Level Changes (in dB(A)) for CBD Tolling Alternative at Bridge and Tunnel Crossings - Worst-Case Tolling Scenarios D and C*

| TIME | ED KOCH QUEENSBORO BRIDGE | QUEENS-MIDTOWN TUNNEL (SITE R1) | HUGH L. CAREY TUNNEL (SITE R2) | HOLLAND TUNNEL | LINCOLN TUNNEL | RFK BRIDGE – BRONX | RFK BRIDGE – MANHATTAN | RFK BRIDGE – QUEENS | WILLIAMSBURG BRIDGE | MANHATTAN BRIDGE | BROOKLYN BRIDGE | GEORGE WASHINGTON + HENRY HUDSON BRIDGES | HENRY HUDSON BRIDGE | VERRAZZANO-NARROWS BRIDGE | 60TH STREET CROSSINGS | GEORGE WASHINGTON BRIDGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 AM | -1.9 | **2.9** | 1.8 | -0.6 | -0.3 | 0.0 | 0.5 | 0.0 | -2.4 | -1.7 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 1 AM | -1.9 | **2.9** | 1.8 | -0.7 | -0.4 | 0.0 | 0.5 | 0.0 | -2.4 | -1.7 | -0.3 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 2 AM | -1.9 | **2.9** | **1.9** | -0.7 | -0.2 | 0.0 | 0.5 | 0.0 | -2.6 | -1.7 | -0.3 | 0.0 | -0.1 | **0.3** | -0.6 | **0.1** |
| 3 AM | -1.7 | **2.9** | 1.8 | -0.6 | -0.1 | 0.0 | 0.4 | 0.0 | -2.9 | -1.6 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 4 AM | -1.6 | **2.9** | 1.8 | -0.6 | 0.0 | 0.0 | 0.4 | 0.0 | -3.2 | -1.7 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 5 AM | -1.5 | 2.7 | 1.8 | -0.4 | 0.2 | 0.0 | 0.3 | 0.0 | -3.3 | -1.8 | -0.5 | 0.0 | -0.1 | 0.1 | -0.6 | **0.1** |
| 6 AM | 0.0 | 0.4 | 1.1 | -0.3 | -0.2 | 0.0 | 0.2 | 0.0 | -0.3 | -0.6 | -0.2 | 0.0 | 0.0 | 0.0 | -0.2 | 0.0 |
| 7 AM | 0.0 | 0.1 | 0.6 | -0.3 | -0.2 | 0.0 | 0.2 | 0.0 | -0.1 | -0.6 | -0.2 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 8 AM | 0.0 | 0.1 | 0.7 | -0.3 | -0.2 | 0.0 | 0.3 | 0.0 | -0.1 | -0.6 | -0.1 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 9 AM | 0.0 | 0.1 | 1.0 | -0.3 | -0.2 | 0.0 | 0.3 | 0.0 | -0.2 | -0.6 | -0.1 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 10 AM | -0.4 | 0.4 | 1.1 | -0.5 | -0.4 | 0.0 | 0.3 | 0.0 | -0.7 | -1.8 | -0.1 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 11 AM | -0.5 | 0.5 | 1.5 | -0.5 | -0.5 | 0.0 | 0.3 | 0.0 | -1.0 | -1.8 | -0.2 | 0.0 | -0.1 | **0.3** | -0.6 | **0.1** |
| 12 PM | -0.8 | 0.7 | 1.7 | -0.6 | -0.5 | 0.0 | 0.3 | 0.0 | -1.0 | -1.7 | -0.2 | 0.0 | -0.1 | **0.3** | -0.6 | **0.1** |
| 1 PM | -0.7 | 0.4 | 1.7 | -0.6 | -0.6 | 0.0 | 0.3 | 0.0 | -0.9 | -1.7 | -0.3 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 2 PM | -0.7 | 0.3 | 1.1 | -0.6 | -0.6 | 0.0 | 0.4 | 0.0 | -0.7 | -1.6 | -0.3 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 3 PM | -0.7 | 0.3 | 0.7 | -0.5 | -0.7 | 0.0 | 0.4 | 0.0 | -0.5 | -1.4 | -0.3 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 4 PM | -0.9 | 0.7 | 0.7 | -0.3 | -0.6 | 0.0 | 0.3 | 0.0 | -0.8 | -0.4 | -0.1 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 5 PM | -1.0 | 0.6 | 0.7 | -0.3 | -0.6 | 0.0 | 0.3 | 0.0 | -0.8 | -0.5 | -0.1 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 6 PM | -0.7 | 0.6 | 0.8 | -0.4 | -0.6 | 0.0 | 0.3 | 0.0 | -1.0 | -0.5 | -0.1 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 7 PM | -0.8 | 0.8 | 1.1 | -0.4 | -0.6 | 0.0 | 0.3 | 0.0 | -1.2 | -0.5 | -0.1 | 0.0 | 0.0 | 0.1 | -0.2 | 0.0 |
| 8 PM | -1.5 | 1.2 | 1.4 | -0.6 | -0.3 | 0.0 | **0.6** | 0.0 | -1.5 | -1.7 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 9 PM | -1.6 | 1.7 | 1.8 | -0.6 | -0.3 | 0.0 | 0.5 | 0.0 | -2.0 | -1.7 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 10 PM | -1.5 | 2.2 | 1.8 | -0.6 | -0.3 | 0.0 | 0.5 | 0.0 | -2.2 | -1.7 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |
| 11 PM | -1.8 | 2.8 | 1.8 | -0.7 | -0.2 | 0.0 | 0.5 | 0.0 | -2.6 | -1.7 | -0.4 | 0.0 | -0.1 | 0.2 | -0.6 | **0.1** |

Notes: Values shown in **bold** indicate the greatest increase for the location.

*Final EA Table 12-4. Projected Noise-Level Changes (in dB(A)) for CBD Tolling Alternative at Bridge and Tunnel Crossings - Adopted Toll Schedule*

| TIME | ED KOCH QUEENSBORO BRIDGE | QUEENS-MIDTOWN TUNNEL (SITE R1) | HUGH L. CAREY TUNNEL (SITE R2) | HOLLAND TUNNEL | LINCOLN TUNNEL | RFK BRIDGE – BRONX | RFK BRIDGE – MANHATTAN | RFK BRIDGE – QUEENS | WILLIAMSBURG BRIDGE | MANHATTAN BRIDGE | BROOKLYN BRIDGE | GEORGE WASHINGTON + HENRY HUDSON BRIDGES | HENRY HUDSON BRIDGE | VERRAZZANO-NARROWS BRIDGE | 60TH STREET CROSSINGS | GEORGE WASHINGTON BRIDGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 AM | 0.0 | 0.2 | 0.2 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.3 | 0.0 | 0.0 | -0.6 | **0.3** | 0.0 | 0.3 |
| 1 AM | 0.0 | 0.2 | 0.2 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.3 | **0.1** | 0.0 | -0.6 | **0.3** | 0.0 | 0.3 |
| 2 AM | 0.0 | 0.2 | 0.1 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.3 | 0.0 | 0.0 | -0.6 | **0.3** | 0.0 | **0.4** |
| 3 AM | 0.2 | 0.2 | 0.2 | -0.7 | -1.1 | 0.0 | 0.4 | 0.0 | -0.9 | -1.2 | 0.0 | 0.0 | -0.7 | **0.3** | 0.0 | **0.4** |
| 4 AM | 0.3 | 0.2 | 0.2 | -0.7 | -1.1 | 0.0 | 0.4 | 0.0 | -0.9 | -1.2 | -0.1 | 0.0 | -0.9 | **0.3** | 0.0 | **0.4** |
| 5 AM | **0.4** | **0.4** | 0.4 | -0.6 | -1.2 | 0.0 | 0.3 | 0.0 | -1.0 | -1.3 | -0.1 | 0.0 | -1.1 | **0.3** | 0.0 | 0.4 |
| 6 AM | -1.9 | 0.2 | 0.4 | -0.4 | -0.4 | 0.0 | 0.2 | 0.0 | -0.3 | -0.8 | -0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 7 AM | -1.9 | 0.2 | 0.3 | -0.5 | -0.4 | 0.0 | 0.2 | 0.0 | -0.3 | -0.7 | -0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 8 AM | -1.9 | 0.2 | 0.3 | -0.5 | -0.4 | 0.0 | 0.2 | 0.0 | -0.3 | -0.7 | -0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 9 AM | -1.9 | 0.1 | **0.5** | -0.4 | -0.4 | 0.0 | 0.2 | 0.0 | -0.3 | -0.8 | -0.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| 10 AM | -0.5 | -0.1 | 0.2 | -0.7 | -0.9 | 0.0 | 0.2 | 0.0 | -0.7 | -1.2 | -0.2 | 0.0 | -0.2 | 0.2 | 0.0 | 0.2 |
| 11 AM | -0.5 | -0.1 | 0.2 | -0.8 | -0.9 | 0.0 | 0.2 | 0.0 | -0.8 | -1.2 | -0.3 | 0.0 | -0.2 | 0.2 | 0.0 | 0.2 |
| 12 PM | -0.6 | -0.1 | 0.2 | -0.8 | -0.9 | 0.0 | 0.2 | 0.0 | -0.8 | -1.3 | -0.2 | 0.0 | -0.2 | 0.2 | 0.0 | 0.3 |
| 1 PM | -0.6 | -0.1 | 0.2 | -0.8 | -0.9 | 0.0 | 0.2 | 0.0 | -0.8 | -1.3 | -0.2 | 0.0 | -0.2 | 0.2 | 0.0 | 0.3 |
| 2 PM | -0.6 | -0.1 | 0.2 | -0.8 | -0.9 | 0.0 | 0.2 | 0.0 | -0.8 | -1.3 | -0.2 | 0.0 | -0.2 | 0.2 | 0.0 | 0.3 |
| 3 PM | -0.6 | -0.2 | 0.2 | -0.7 | -0.9 | 0.0 | 0.3 | 0.0 | -0.8 | -1.3 | -0.2 | 0.0 | -0.2 | 0.2 | 0.0 | 0.3 |
| 4 PM | -0.7 | -0.1 | 0.0 | -0.4 | -0.6 | 0.0 | **0.5** | 0.0 | -0.5 | -1.2 | -0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 5 PM | -0.6 | -0.1 | 0.0 | -0.4 | -0.6 | 0.0 | **0.5** | 0.0 | -0.5 | -1.3 | -0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 6 PM | -0.9 | 0.0 | 0.0 | -0.5 | -0.6 | 0.0 | **0.5** | 0.0 | -0.6 | -1.3 | -0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 7 PM | -0.9 | 0.2 | 0.0 | -0.5 | -0.6 | 0.0 | **0.5** | 0.0 | -0.6 | -1.3 | -0.4 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 |
| 8 PM | 0.1 | 0.2 | 0.2 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.3 | 0.0 | 0.0 | -0.7 | **0.3** | 0.0 | 0.3 |
| 9 PM | 0.1 | 0.2 | 0.2 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.3 | 0.0 | 0.0 | -0.7 | **0.3** | 0.0 | 0.3 |
| 10 PM | 0.1 | 0.2 | 0.2 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.3 | 0.0 | 0.0 | -0.6 | **0.3** | 0.0 | 0.3 |
| 11 PM | 0.0 | 0.2 | 0.2 | -0.7 | -1.0 | 0.0 | **0.5** | 0.0 | -0.9 | -1.2 | -0.1 | 0.0 | -0.6 | **0.3** | 0.0 | 0.3 |

Notes: Values shown in **bold** indicate the greatest increase for the location. Yellow shading indicates an increase from the No Action that is greater than that from the Final EA Tolling Scenarios C and D.
See Final EA Table 12-4 on page 12-9 for values with the CBD Tolling Alternative, Tolling Scenarios C and D.

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with Adopted Toll Schedule Added*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **12 – Noise** | | Imperceptible increases or decreases in noise levels resulting from changes in traffic volumes | Bridge and tunnel crossings | Narrative | The maximum noise level increases (2.9 dB(A)), which were predicted adjacent to the Queens-Midtown Tunnel in Tolling Scenario D, would not be perceptible. | | | | | | | No | **No mitigation needed**. No adverse effects<br><br>**Enhancement**<br>Refer to the overall enhancement on monitoring at the end of this table. | The maximum predicted noise level increase (0.5 dB(A)) at RFK Bridge in Manhattan, would not be perceptible. | No | **No mitigation needed**. No adverse effects |
| | | | Local streets | Narrative | Tolling Scenario C was used to assess noise level changes in Downtown Brooklyn, Tolling Scenario D was used at all other locations assessed. The maximum predicted noise level increases (2.5 dB(A)), which were at Trinity Place and Edgar Street, would not be perceptible. There was no predicted increase in noise levels in the Downtown Brooklyn locations. | | | | | | | No | | The maximum predicted noise level increases (2.8 dB(A)), at W. 179th St / Broadway, would not be perceptible. | No | |

# 18 Agency Coordination and Public Participation

Chapter 18 of the Final EA describes agency coordination and public participation activities for the Project. This section describes the agency coordination and public participation activities following the Final EA.

## FINAL EA AND FONSI COMMITMENTS

The FONSI included commitments related to ongoing engagement and coordination. The following describes progress on those commitments:

- Small Business Working Group: The Final EA states (see page 6-69 in Chapter 6), "In recognition of the concerns of small businesses on the effects of the Project, the Project Sponsors have committed to establishing a Small Business Working Group (SBWG). If the Project is approved, the purpose of this group will be to share information about implementation of the Project, findings from evaluating the effects of the Project, and to solicit ongoing input on how businesses are being affected. The SBWG would meet six months prior to Project implementation, six months after the implementation, and annually thereafter." The first meeting of this group was held on January 22, 2024.
- Environmental Justice Community Group: The Final EA states (see Table 17-18, page 17-75 in Chapter 17), "The Project Sponsors commit to establishing an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting taking place prior to Project implementation, to share updated data and analysis and hear about potential concerns." The first meeting of this group was held on February 22, 2024.
- Education/Outreach on Transit Discounts: The Final EA describes TBTA's commitment to coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware (see pages 17-71, and 17-78 in Chapter 17). As described in the Final EA, this outreach will be part of the public information campaigns at least 60 days prior to Project implementation. MTA has already begun this enhanced outreach by leveraging the State Administrative Procedure Act hearings (described below) to share information on transit discounts. At each of the four hearings, MTA representatives engaged with hearing participants, providing information about reduced-fare programs and helping them sign up.
- Ongoing Coordination Related to Construction: The Final EA states (see Section 18.3.5 on page 18-8 in Chapter 18), "The Project Sponsors will develop a specific construction communications plan and implement it to inform affected road users, area residences and businesses, appropriate agencies, and the public about anticipated construction activities, including their schedule and duration, and any potential roadway or lane closures, sidewalk closures or other impacts to pedestrians, commuter alternatives, and any potential temporary impacts on traffic during construction."

Prior to the start of construction, on July 12, 2023, the Project Sponsors presented a construction briefing to affected community boards, business improvement districts, and elected officials. Once construction began, the Project Sponsors sent weekly construction bulletins to the same group describing planned work sites, the duration and scope of the work, and any potential temporary traffic impacts. In addition, the Project Sponsors held targeted meetings with members of the public related to construction activities, related impacts to business operations and potential aesthetic changes to the infrastructure. The Project contractor maintained an outreach email address and phone line to field comments and concerns during construction.

## RATEMAKING

The MTA Reform and Traffic Mobility Act requires that a Traffic Mobility Review Board (TMRB) be established to recommend a toll structure to the TBTA Board, in order for the TBTA Board to thereafter propose and adopt a toll structure through a ratemaking process pursuant to the State Administrative Procedure Act (SAPA).

The TMRB was established by the TBTA Board in July 2022. Following issuance of the June 2023, the TMRB developed its recommendation for the tolling structure to be implemented. The TMRB held three public meetings on July 19, 2023, August 17, 2023, and October 2, 2023. Its recommendations were informed by the Final EA and FONSI, public comments and feedback received during the EA process, feedback addressed directly to TMRB members, as well as rigorous transportation and air quality modeling. In November 2023 the TMRB issued its recommendation to the TBTA Board.

As required by SAPA and described in the Final EA, before adopting a toll structure, TBTA conducted a public comment period to solicit input on the proposed toll schedule. During this period, TBTA received more than 25,000 comments. These included comments from 386 speakers who participated in the four hybrid in-person/online public hearings held during the SAPA comment period. At the hearings, there were also information tables where MTA representatives provided information about the MTA capital program, transit fare discounts, and how to stay informed about CBD tolling.

## OTHER OUTREACH AND COORDINATION

In addition to these commitments, as part of the larger effort to educate the public and conduct outreach, TBTA has, upon invitation, participated in the following public meetings, where representatives provided an overview of the Project and answered questions from event organizers and attendees:

- Waterside Plaza Tenants Association and local elected officials on October 18, 2023
- Manhattan Community Board 3 Transportation Committee on November 14, 2023
- Hotel Association of New York to address concerns specific to the industry on January 22, 2024
- Brooklyn Community Board 7 Transportation Committee on January 29, 2024
- Manhattan Community Board 6 Transportation Committee on February 5, 2024

- Lower East Side Congestion Pricing Town Hall with elected officials on February 8, 2024
- Tribeca Congestion Pricing Town Hall with elected officials on February 15, 2024
- Interested students from Queens College, City University of New York, on February 27, 2024

# 5 Social Conditions: Population Characteristics and Community Cohesion (EA Subchapter 5A), Neighborhood Character (EA Subchapter 5B), and Public Policy (EA Subchapter 5C)

Chapter 5 of the Final EA encompassed three subchapters (Subchapters 5A, 5B, and 5C) that together presented an assessment of the potential effects of implementing the CBD Tolling Alternative on social conditions, which included population characteristics and community cohesion (incorporating consideration of community facilities and services, access to employment, and effects on vulnerable social groups), neighborhood character, and public policy. This section revaluates the effects of the adopted toll schedule on those conditions.

## OUTCOME

The analysis demonstrates that the effects of the adopted toll schedule would be within the range evaluated in the Final EA. No new adverse effects would occur and no new mitigation would be required.

## METHODOLOGY

### Final EA Methodology

The Final EA considered the range of issues that together constitute social conditions, consistent with FHWA guidance documents. Information on population characteristics was largely based on the U.S. Census Bureau's 2015–2019 American Community Survey (ACS) 5-Year Estimates. BPM results were used to evaluate the Project's effects on those characteristics. The methodologies used are described in further detail in in the Final EA in Subchapter 5A, "Population Characteristics and Community Cohesion," Section 5A.2, "Methodology" starting on page 5A-1 and Subchapter 5B, "Neighborhood Character," Section 5B.2.1, "Methodology" starting on page 5B-1.

### Reevaluation Methodology

The same methodology was used for reevaluation of the adopted toll schedule. BPM output for the adopted toll schedule was compared to the results evaluated in the Final EA to determine potential changes in conclusions related to social conditions.

## ANALYSIS AND FINDINGS

The Final EA concluded that the congestion reductions resulting from the CBD Tolling Alternative would positively affect community connections and access to employment, education, healthcare, and recreation for residents. Based on an analysis of BPM results, it also concluded the following:

- The predicted changes in travel patterns would not adversely affect community cohesion.
- The Project would not result in the potential for indirect (involuntary) residential displacement.
- While the Project would increase costs for community service providers that operate vehicles into and out of the Manhattan CBD and for people who travel by vehicle to community facilities and services in the Manhattan CBD or from the CBD, given the wide range of travel options other than driving, the cost for users to drive to community facilities and services would not constitute an adverse effect on community facilities and services.
- The Project would not adversely affect vulnerable social groups, including elderly populations, persons with disabilities, transit-dependent populations, and non-driver populations.
- The changes in traffic patterns on local streets would not change the defining elements of the neighborhood character of the Manhattan CBD.
- The Project would be consistent with regional transportation plans and other public policies.

With the adopted toll schedule, automobile toll rates are within the range evaluated in the Final EA and the effects on travel patterns (e.g., the change in total daily journeys to the Manhattan CBD and the change in non-work-related journeys such as travel for school, shopping, medical care, or entertainment purposes) would be within the range evaluated in the Final EA. The adopted toll schedule includes a low-income discount plan, consistent with the commitments of the Final EA. In addition, the adopted toll schedule includes two plans that would enable individuals with disabilities and organizations that transport such individuals to apply for an exemption from the CBD toll: an Individual Disability Exemption Plan and an Organization Disability Exemption Plan. Therefore the conclusions of the Final EA remain the same.

*Table XX. Change in Total Daily Journeys To, Within, and From the Manhattan CBD – Final EA and Adopted Toll Schedule**

| PARAMETER | FINAL EA TOLLING SCENARIOS | | | | | | | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | |
| Auto toll rates – peak | $9 | $10 | $14 | $19 | $23 | $23 | $12 | $15 |
| Auto toll rates – off-peak | $7 | $8 | $11 | $14 | $17 | $17 | $9 | $3.75 |
| Auto toll rates – overnight | $5 | $5 | $7 | $10 | $12 | $12 | $7 | |
| Low-income discount plan | 25% discount** | | | | | | | 50% discount** |
| Change in total daily journeys **to, within, and from** the Manhattan CBD | +305 (+0.01%) | +2.993 (+0.10%) | +3,147 (+0.11%) | -1,886 (-0.07%) | -660 (-0.02%) | +1,424 (+0.05%) | +1,141 (+0.04%) | +846 (+0.03%) |

* See Final EA Table 5A-3, pg. 5A-23

** The Final EA committed to a Low-Income Discount Plan with a 25% discount on the peak toll rate after the first 10 trips each month (resulting in a discounted base auto toll rate of $7 - $17). The adopted toll schedule has a 50% discount on the peak toll rate after the first 10 trips each month (resulting in a discounted base auto toll rate of $7.50).

*Table XX. Predicted Changes in Non-Work Journeys in Final EA and Adopted Toll Schedule (2023)**

| PARAMETER | FINAL EA TOLLING SCENARIOS | | | | | | | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | |
| Change in non-work-related journeys **to, within, and from** the Manhattan CBD vs. No Action Alternative | -803 (-0.2%) | +2,124 (+0.2%) | +364 (+0.04%) | -3,726 (-0.4%) | -2,660 (-0.3%) | +570 (+0.1%) | -368 (-0.04%) | +836 (+0.1%) |

* See Final EA Table 5A-5, pg. 5A-25

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **5A – Social Conditions: Population** | Benefits | Benefits in and near the Manhattan CBD | 28-county study area | Narrative | Benefits in and near the Manhattan CBD related to travel-time savings, improved travel-time reliability, reduced vehicle operating costs, improved safety, reduced air pollutant emissions, and predictable funding source for transit improvements. This would positively affect community connections and access to employment, education, healthcare, and recreation for residents. | | | | | | | No | **No mitigation needed.** Beneficial effects | Same as Final EA | No | **No mitigation needed.** Beneficial effects |
| | Community Cohesion | Changes to travel patterns, including increased use of transit, resulting from new toll | 28-county study area | Narrative | Changes to travel patterns, including increased use of transit, as a result of the Project would not adversely affect community cohesion or make it more difficult for people to connect with others in their community, given the extensive transit network connecting to the Manhattan CBD and the small change in trips predicted. | | | | | | | No | **No mitigation needed.** No adverse effects (see "Environmental Justice" for mitigation related to increased costs for low-income drivers). | Same as Final EA | No | **No mitigation needed.** Beneficial effects |
| | Indirect Displacement | No notable changes in socioeconomic conditions or cost of living so as to induce potential involuntary displacement of residents | Manhattan CBD | Narrative | The Project would not result in the potential for indirect (involuntary) residential displacement. It would not result in substantial changes to market conditions so as to lead to changes in housing prices, given that real estate values in the Manhattan CBD are already high and the many factors that affect each household's decisions about where to live. In addition, low-income residents of the CBD would not experience a notable increase in the cost of living as a result of the Project because of the lack of change in housing costs, the many housing units protected through New York's rent-control, rent-stabilization, and other similar programs, the tax credit available to CBD residents with incomes of up to $60,000, and the conclusion that the cost of goods would not increase as a result of the Project (see "Economic Conditions"). | | | | | | | No | **No mitigation needed**. No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |
| | Community Facilities and Services | Increased cost for community facilities and service providers in the Manhattan CBD, their employees who drive, and clientele who drive from outside the CBD | Manhattan CBD | Narrative | The Project would increase costs for community service providers that operate vehicles into and out of the Manhattan CBD and for people who travel by vehicle to community facilities and services in the Manhattan CBD, as well as residents of the CBD and employees of community facilities who use vehicles to travel to community facilities outside the CBD. Given the wide range of travel options other than driving, the cost for users to drive to community facilities and services would not constitute an adverse effect on community facilities and services. | | | | | | | No | **No mitigation needed**. No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |
| | Effects on Vulnerable Social Groups | Benefits to vulnerable social groups from new funding for MTA Capital Program | 28-county study area | Narrative | The Project would benefit certain vulnerable social groups, including elderly populations, persons with disabilities, transit-dependent populations, and non-driver populations by creating a funding source for the MTA 2020–2024 Capital Program (and subsequent capital programs and by reducing congestion in the Manhattan CBD).<br>Elderly individuals would benefit from the travel-time and reliability improvements to bus service with the CBD Tolling Alternative, as bus passengers tend to be older than riders on other forms of transit, such as the subway and, as described above, bus passengers in the Manhattan CBD would benefit from travel-time savings due to the decrease in congestion.<br>People over the age of 65 with a qualifying disability receive a reduced fare on MTA subways and buses, and elderly individuals with a qualifying disability can also receive MTA's paratransit service, including taxis and FHVs operating on behalf of MTA to transport paratransit users. Elderly people with disabilities and low-income individuals who drive to the Manhattan CBD would be entitled to the same mitigation and enhancements proposed for low-income and disabled populations, in general. Other elderly individuals who drive to the Manhattan CBD would pay the toll. | | | | | | | No | **No mitigation needed**. No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |
| | Access to Employment | Increased cost for small number of people who drive to work | 28-county study area | Narrative | Decrease in work trips by driving modes to and within the Manhattan CBD, with an offsetting increase in transit ridership. Those who drive despite the CBD toll would do so based on the need or convenience of driving and would benefit from the reduced congestion in the Manhattan CBD. Negligible effect (less than 0.1%) on travel to employment within the Manhattan CBD and reverse-commuting from the CBD due to the wide range of transit options available and the small number of commuters who drive today. | | | | | | | No | **No mitigation needed.** No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **5B – Social Conditions: Neighborhood Character** | Neighborhood character | No notable change in neighborhood character | Manhattan CBD | Narrative | The changes in traffic patterns on local streets would not change the defining elements of the neighborhood character of the Manhattan CBD. | | | | | | | No | **No mitigation needed**. No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |
| | | | Area near 60th Street Manhattan CBD boundary | Narrative | Changes in parking demand near the 60th Street CBD boundary (including increases just north of 60th Street and decreases just to the south) would not create a climate of disinvestment that could lead to adverse effects on neighborhood character nor alter the defining elements of the neighborhood character of this area. | | | | | | | No | **No mitigation needed**. No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |
| **5C – Social Conditions: Public Policy** | Public policy | No effect | 28-county study area | Narrative | The Project would be consistent with regional transportation plans and other public policies in place for the regional study area and the Manhattan CBD. | | | | | | | No | **No mitigation needed**. No adverse effects | Same as Final EA | No | **No mitigation needed**. No adverse effects |

# 10 Air Quality

Chapter 10 of the Final EA presented the assessment of the CBD Tolling Alternative's effects on air quality, air pollution, and greenhouse gas (GHG) emissions. The Final EA evaluated regional criteria pollutant, mobile source air toxic (MSAT) and GHG emissions, as well as potential effects at local intersections and highway segments. This section compares the same air quality effects of the adopted toll schedule to those predicted in the Final EA.

## OUTCOME

The analysis demonstrates that there are no potential adverse effects related to air quality and no additional mitigation is needed. The Project Sponsors remain committed to the enhancement measures described in the Final EA.

## METHODOLOGY

### Final EA Methodology

#### *Regional Analysis*

1. Mesoscale analyses of criteria air pollutants, MSATs, and GHGs were conducted for a 12-county study area (see Final EA page 10-11). It included the 10-county area under the purview of the New York Metropolitan Transportation Council (NYMTC), which is the Metropolitan Planning Organization (MPO) for New York City, as well as the two counties in New Jersey with the greatest potential changes in VMT due to the Project (greatest increase and decrease). No Connecticut counties were analyzed because they were predicted to see decreases in VMT. The 12-county study area included the following:
    - New York City – Bronx, Kings (Brooklyn), New York (Manhattan), Queens, Richmond (Staten Island)
    - Long Island – Nassau, Suffolk
    - New York North of New York City – Putnam, Rockland, Westchester
    - New Jersey – Bergen, Hudson
2. The current U.S. Environmental Protection Agency (USEPA) emissions model at the time the regional analysis was prepared, MOVES2014b, was used to estimate the mobile source emission factors for the mesoscale, MSAT, and GHG analyses
3. Final EA Tolling Scenario A was analyzed, because it had the smallest reduction of VMT compared to the No Action Alternative and would therefore have the lowest beneficial effect on regional air quality

4. For the No Action Alternative and Tolling Scenario A, MOVES was run using post-processed VMT[1], speeds, and vehicle mix, as well as the latest site-specific input data from NYSDEC and the North Jersey Transportation Planning Authority (NJTPA), which is the MPO for the New Jersey counties in the study area

### *Microscale Analysis*

1. Identified the intersections for analysis from the traffic analysis presented in Final EA Chapter 4B. This included 102 intersections in a total of 15 different study areas
2. Conducted screening analysis for pollutants of concern on a localized (microscale) level: CO, $PM_{2.5}$, and $PM_{10}$. The screening was conducted using the criteria from NYSDOT's *The Environmental Manual* (TEM), Chapter 1.1 and USEPA guidance (see the Final EA, Chapter 10, Sections 10.1.7.3 and 10.1.7.4) (see Final EA Sections 10.1.7.2 and 10.1.7.3)
3. All 102 intersections passed the screening analysis, and no detailed air quality analysis (modeling) was necessary

### *Highway Link Analysis*

1. Identified highway link locations and tolling scenario for analysis, based on the following:
    - Location with highest total Annual Average Daily Traffic (AADT) in any tolling scenario
    - Location of community concern, in worst-case scenario
    - Location with highest truck increase in any tolling scenario
2. Conducted modeling of particulate matter (PM) using the regional model current at the time of the highway link analysis, USEPA's MOVES3 and AERMOD models

## Reevaluation Methodology

### *Regional Analysis*

1. The analysis was conducted for the same 12-county study area as in the Final EA.
2. USEPA's current emission model, MOVES3.1, was used to estimate the mobile source emission factors for the mesoscale, MSAT, and GHG analyses in the reevaluation.
3. For the No Action Alternative and the final toll schedule, MOVES was run using VMT (direct output from the BPM), speeds, vehicle mix, as well as the latest site-specific input data from NYSDEC and NJTPA.

[1] The NYMTC Post Processor software was used for the 10-county NYMTC area. Information on post-processing adjustments can be found in NYMTC's Final Adopted *2023 Conformity Determination*, pg. 23, at: https://www.nymtc.org/en-us/Required-Planning-Products/Transportation-Conformity/Transportation-Conformity-Determination-Documents-adopted.

### *Microscale Analysis*

1. Using information from the traffic analysis reevaluation on incremental traffic from the adopted toll schedule at the 102 intersections, conducted screening analysis using the same methodology as the Final EA
2. As in the Final EA, all 102 intersections passed the screening analysis, and no detailed air quality analysis (modeling) was necessary

### *Highway Link Analysis*

1. Determined if locations for reevaluation remain the same as in the Final EA, based on the same factors:
    - Highest total AADT (based on BPM results for adopted toll schedule)
    - Community concern
    - Highest truck increase (based on BPM results for adopted toll schedule)
2. For the locations evaluated in the Final EA, reviewed whether the applicable criteria (i.e., AADT or truck increments) with the adopted toll schedule are higher than those analyzed in the Final EA
3. For any locations identified in step one that are different than those studied in the Final EA, or any Final EA locations where the increase in traffic was greater than that analyzed in the EA, conducted modeling of PM using EPA's MOVES3.1 and AERMOD models

The modeling approach for the reevaluation and models used for the Final EA are summarized in Table X.X below.

*Table XX. Summary of Models Used for Final EA and Reevaluation Methodology*

| TOPIC | LOCATION IN FINAL EA, CHAPTER 10, "AIR QUALITY" | MODEL(S) USED IN FINAL EA | MODELING APPROACH FOR REEVALUATION |
|---|---|---|---|
| **Regional Analysis** | Methodology – Section 10.1.7.1, page10-10<br>Environmental Consequences – Section 10.3.2.1, page 10-21 | ▪ **MOVES2014b** (current version at time of analysis – no longer being updated or supported for use)<br>▪ VMT from NYMTC's post-processor (in coordination with NYMTC and the ICG, this step was taken to show that the Project would be consistent with NYMTC's conformity analysis because at the time of analysis the Project was not yet on the Transportation Improvement Plan (TIP)) | ▪ **MOVES3.1** (latest update to MOVES3 - https://www.epa.gov/moves/moves3-update-log)<br>▪ VMT direct from BPM (used Final EA network, VMT post-processing not required because the Project was added to the TIP and included in NYMTC conformity determination<br>▪ in 2022) |
| **Microscale Analysis** | Methodology – 10.1.7.2, page 10-14<br>Environmental Consequences – Section 10.3.2.2, page 10-42 | ▪ Screening only; no modeling required | ▪ Screening only; no modeling required |
| **Highway Link Analysis** | Methodology – 10.1.7.5, page 10-16<br>Environmental Consequences – Section 10.3.2.3, page 10-46 | ▪ **MOVES3** (current version at time of analysis)<br>▪ **AERMOD version 21112** (current version at time of analysis – no longer being updated or supported for use)<br>▪ VMT direct from BPM | ▪ **MOVES3.1** (latest update to MOVES3 - https://www.epa.gov/moves/moves3-update-log)<br>▪ **AERMOD** version 23132 (current version)<br>▪ VMT direct from BPM (Final EA Network) |

## ANALYSIS AND FINDINGS

### *Regional*

In the Final EA, the regional analysis concluded that the CBD Tolling Alternative would benefit regional air quality by reducing criteria pollutants, MSATs, and GHG overall in the 12-county study area.

For the reevaluation, the regional analysis also concluded that the adopted toll schedule would benefit regional air quality by reducing criteria pollutants, MSATs, and GHG overall in the 12-county study area.

*Final EA Table 10-7. Mesoscale Emission Burdens, CBD Tolling Alternative (Tolling Scenario A, tons/year) – With the Adopted Toll Schedule (2023)*

| POLLUTANT | FINAL EA | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|
| | No Action Alternative | CBD Tolling Alternative (Tolling Scenario A) | % Difference | No Action Alternative | Adopted Toll Schedule | % Difference |
| Daily Vehicle-Miles Traveled (miles/day) – BPM Output for 12-County Study Area | 146,956,932 | 146,556,877 | -0.3% | 146,956,932 | 146,387,802 | -0.4% |
| Daily Vehicle-Miles Traveled (miles/day) – Post Processed for 12-County Study Area | 182,736,632 | 182,143,856 | -0.3% | N/A | N/A | N/A |
| Volatile Organic Compounds (VOC) | 17,698 | 17,667 | -0.2% | 6,567 | 6,541 | -0.4% |
| Nitrogen Oxides ($NO_x$) | 23,956 | 23,864 | -0.4% | 12,437 | 12,378 | -0.5% |
| Carbon Monoxide (CO) | 227,726 | 227,074 | -0.3% | 93,881 | 93,220 | -0.7% |
| Particulate Matter ($PM_{10}$) | 5,884 | 5,828 | -1.0% | 2,878 | 2,849 | -1.0% |
| Particulate Matter ($PM_{2.5}$) | 1,452 | 1,441 | -0.7% | 604 | 599 | -0.8% |
| Carbon Dioxide Equivalents ($CO_2e$) | 32,445,206 | 32,236,481 | -0.6% | 17,461,889 | 17,360,966 | -0.6% |

Note: For the Final EA, post processed vehicle-miles traveled were used for analysis. They were generated off of the NYMTC Best Practice Model (BPM) outputs using the NYMTC Post Processor software. They are higher than the NYMTC BPM outputs due to a series of seasonal adjustments. NYMTC's Transportation Conformity Determination includes details on these adjustments: https://www.nymtc.org/Required-Planning-Products/Transportation-Conformity/Transportation-Conformity-Determination-Documents-adopted. Post processing is conducted in accordance with NYMTC's procedures to generate maximum potential worst-case conditions for TIP conformity analyses only when a Project has not yet been included in the conformity analysis of an adopted TIP – as was the case at the time mesoscale analysis was conducted for the Final EA. Post processing was not conducted for the adopted toll schedule in the Reevaluation, as the Project is now part of the TIP for which NYMTC's 2022 conformity analysis was completed.

*Final EA Table 10-8. Mesoscale Emission Burden Percentage Changes by County, CBD Tolling Alternative (Tolling Scenario A, Analysis Year 2023) – With the Adopted Toll Schedule Below*

| POLLUTANT | FINAL EA TOLLING SCENARIO A – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN POST-PROCESSED, ANALYZED IN MOVES2014B) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | New York | | | | | | | | | | | | |
| | CBD Only | Entire County | Queens | Bronx | Kings | Richmond | Nassau | Suffolk | Westchester | Rockland | Putnam | Hudson | Bergen |
| Daily Vehicle-Miles Traveled | -11.56% | -5.88% | -0.36% | 0.15% | -0.74% | 1.73% | 0.03% | -0.03% | -0.22% | -0.17% | 0.28% | -2.24% | 0.88% |
| Volatile Organic Compounds (VOC) | -4.96% | -3.29% | -0.32% | 0.03% | -0.32% | 0.44% | 0.05% | 0.02% | 0.21% | -0.05% | -0.03% | -0.66% | 0.20% |
| Nitrogen Oxides ($NO_x$) | -9.54% | -5.96% | -0.56% | 0.09% | -0.68% | 1.26% | 0.09% | 0.00% | -0.25% | -0.12% | 0.37% | -1.85% | 0.63% |
| Carbon Monoxide (CO) | -7.58% | -4.58% | -0.37% | 0.02% | -0.51% | 0.89% | 0.03% | -0.03% | -0.13% | -0.05% | 0.00% | -1.02% | 0.49% |
| Particulate Matter ($PM_{10}$) | -12.16% | -9.75% | -1.23% | 0.30% | -1.00% | 2.12% | 0.19% | 0.11% | -0.32% | -0.36% | 0.31% | -3.86% | 0.74% |
| Particulate Matter ($PM_{2.5}$) | -11.37% | -8.52% | -0.99% | 0.20% | -0.90% | 1.80% | 0.14% | 0.06% | -0.23% | -0.25% | 0.26% | -3.00% | 0.69% |
| Carbon Dioxide Equivalents ($CO_2e$) | -11.48% | -7.92% | -0.84% | 0.15% | -0.88% | 1.76% | 0.15% | 0.03% | -0.40% | -0.23% | 0.17% | -3.03% | 0.80% |

Source: WSP, 2022.

| POLLUTANT | ADOPTED TOLL SCHEDULE – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN, ANALYZED IN MOVES3.1) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | New York | | | | | | | | | | | | |
| | CBD Only | Entire County | Queens | Bronx | Kings | Richmond | Nassau | Suffolk | Westchester | Rockland | Putnam | Hudson | Bergen |
| Daily Vehicle-Miles Traveled | -8.90% | -5.47% | -0.68% | 0.15% | -0.61% | 2.35% | -0.10% | 0.00% | -0.59% | -0.35% | -0.06% | -2.23% | 1.11% |
| Volatile Organic Compounds (VOC) | -5.44% | -4.27% | -0.36% | -1.11% | -0.45% | 0.94% | -0.05% | 0.01% | -0.25% | -0.06% | 0.02% | -2.08% | 0.45% |
| Nitrogen Oxides ($NO_x$) | -7.41% | -4.85% | 0.67% | 1.48% | 0.03% | 2.47% | -0.09% | 0.02% | -0.31% | -0.21% | -0.05% | -4.96% | 0.92% |
| Carbon Monoxide (CO) | -10.83% | -6.91% | -0.92% | -0.42% | -0.99% | 2.24% | -0.10% | 0.01% | -0.60% | -0.32% | 0.00% | -3.59% | 1.05% |
| Particulate Matter ($PM_{10}$) | -11.02% | -7.26% | -0.65% | 0.94% | -1.08% | 2.70% | -0.12% | 0.07% | -0.58% | -0.22% | 0.16% | -6.34% | 0.94% |
| Particulate Matter ($PM_{2.5}$) | -10.49% | -6.59% | -0.31% | 0.95% | -0.73% | 2.51% | -0.11% | 0.06% | -0.46% | -0.23% | 0.06% | -5.39% | 1.00% |
| Carbon Dioxide Equivalents ($CO_2e$) | -11.00% | -6.46% | -0.56% | 0.34% | -0.75% | 2.30% | -0.10% | 0.01% | -0.54% | -0.31% | -0.02% | -3.91% | 1.06% |

Source: WSP, 2024.

Yellow highlights indicate an increase compared to the No Action Alternative.

*Final EA Table 10-11. Mobile Source Air Toxics Emission Burden Percentage Changes by County, CBD Tolling Alternative (Tolling Scenario A, Analysis Year 2023) – With the Adopted Toll Schedule Below*

| POLLUTANT | FINAL EA TOLLING SCENARIO A – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN POST-PROCESSED, ANALYZED IN MOVES2014B) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | New York | | | | | | | | | | | | |
| | CBD Only | Entire County | Queens | Bronx | Kings | Richmond | Nassau | Suffolk | Westchester | Rockland | Putnam | Hudson | Bergen |
| Daily Vehicle-Miles Traveled | -11.56% | -5.88% | -0.36% | 0.15% | -0.74% | 1.73% | 0.03% | -0.03% | -0.22% | -0.17% | 0.28% | -2.24% | 0.88% |
| 1,3-Butadiene | -11.82% | -9.11% | -1.12% | 0.17% | -0.99% | 1.96% | 0.22% | 0.07% | -0.25% | -0.26% | 0.30% | -3.93% | 0.81% |
| Acetaldehyde | -11.78% | -9.09% | -1.13% | 0.16% | -0.99% | 1.95% | 0.26% | 0.08% | -0.25% | -0.27% | 0.30% | -3.96% | 0.79% |
| Acrolein | -11.79% | -9.25% | -1.17% | 0.15% | -1.01% | 1.98% | 0.29% | 0.10% | -0.26% | -0.28% | 0.29% | -4.05% | 0.77% |
| Benzene | -10.91% | -7.37% | -0.74% | 0.05% | -0.82% | 1.56% | 0.13% | 0.01% | -0.19% | -0.17% | 0.27% | -2.48% | 0.70% |
| Diesel PM | -11.79% | -8.64% | -0.94% | 0.20% | -0.94% | 1.99% | 0.23% | 0.10% | -0.28% | 0.00% | 0.28% | -3.44% | 0.74% |
| Ethylbenzene | -8.58% | -6.14% | -0.65% | 0.07% | -0.63% | 1.01% | 0.12% | 0.03% | -0.11% | -0.12% | 0.15% | -1.57% | 0.40% |
| Formaldehyde | -11.78% | -9.18% | -1.15% | 0.16% | -1.00% | 1.96% | 0.29% | 0.09% | -0.26% | -0.28% | 0.29% | -4.02% | 0.77% |
| Naphthalene | -11.76% | -9.06% | -1.13% | 0.14% | -0.99% | 1.95% | 0.27% | 0.08% | -0.25% | -0.27% | 0.29% | -3.96% | 0.78% |
| Polycyclic Organic Matter | -11.59% | -8.46% | -0.99% | 0.09% | -0.96% | 1.84% | 0.20% | 0.04% | -0.24% | -0.25% | 0.30% | -3.62% | 0.82% |

Source: WSP, 2022.

| POLLUTANT | ADOPTED TOLL SCHEDULE – PERCENT CHANGE FROM NO ACTION ALTERNATIVE (FINAL EA NETWORK RUN, ANALYZED IN MOVES3.1) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | New York | | | | | | | | | | | | |
| | CBD Only | Entire County | Queens | Bronx | Kings | Richmond | Nassau | Suffolk | Westchester | Rockland | Putnam | Hudson | Bergen |
| Daily Vehicle-Miles Traveled | -8.90% | -5.47% | -0.68% | 0.15% | -0.61% | 2.35% | -0.10% | 0.00% | -0.59% | -0.35% | -0.06% | -2.23% | 1.11% |
| 1,3-Butadiene | -11.26% | -6.99% | -0.80% | 0.33% | -0.93% | 2.35% | -0.11% | 0.03% | -0.59% | -0.28% | -8.33% | -5.84% | 1.01% |
| Acetaldehyde | -6.76% | -4.80% | 0.24% | 0.80% | -0.33% | 2.39% | -0.10% | 0.03% | -0.45% | -0.25% | -6.72% | -8.19% | 0.91% |
| Acrolein | -7.96% | -5.10% | 0.24% | 1.01% | -0.27% | 2.09% | -0.09% | 0.02% | -0.39% | -0.25% | -5.90% | -7.10% | 0.90% |
| Benzene | -10.29% | -6.48% | -0.74% | -0.37% | -0.87% | 1.72% | -0.09% | 0.02% | -0.48% | -0.29% | -8.50% | -4.67% | 1.04% |
| Diesel PM | -8.60% | -4.84% | 1.09% | 1.22% | 0.45% | 2.31% | -0.06% | 0.06% | -0.23% | -0.17% | -4.43% | -4.89% | 1.04% |
| Ethylbenzene | -6.34% | -4.80% | -0.48% | -0.02% | -0.56% | 1.09% | -0.06% | 0.02% | -0.29% | -0.27% | -8.62% | -5.71% | 0.99% |
| Formaldehyde | -7.09% | -4.83% | 0.12% | 0.79% | -0.37% | 2.20% | -0.10% | 0.02% | -0.45% | -0.27% | -6.48% | -8.50% | 0.93% |
| Naphthalene | -9.13% | -5.61% | -0.26% | 0.77% | -0.56% | 2.06% | -0.10% | 0.02% | -0.48% | -0.28% | -6.86% | -6.99% | 0.96% |
| Polycyclic Organic Matter | -9.43% | -5.68% | -0.24% | 0.80% | -0.51% | 2.07% | -0.10% | 0.02% | -0.46% | -0.27% | -6.69% | -6.40% | 0.99% |

Source: WSP, 2024.

Yellow highlights indicate an increase compared to the No Action Alternative.

**Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.**

### *Microscale Analysis*

For both the Final EA and the reevaluation, all 102 local intersections passed the screening analysis. As such, ) no further analysis was needed.

*Final EA Table 10-13. CO and $PM_{2.5}/PM_{10}$ Microscale Screening Results 2023, CBD Tolling Alternative (Tolling Scenario C and Tolling Scenario D) – With the Adopted Toll Schedule Added*

| LOCATION | INTERSECTION | FINAL EA | | ADOPTED TOLL SCHEDULE | |
|---|---|---|---|---|---|
| | | CO SCREENING | $PM_{2.5}/PM_{10}$ SCREENING | CO SCREENING | $PM_{2.5}/PM_{10}$ SCREENING |
| Downtown Brooklyn | Flatbush Ave & Tillary St | Passed | Passed | Passed | Passed |
| | Adams St & Tillary St | Passed | Passed | Passed | Passed |
| | Old Fulton St & Vine St | Passed | Passed | Passed | Passed |
| Lincoln Tunnel (Manhattan) | Ninth Ave & West 33rd St | Passed | Passed | Passed | Passed |
| | Dyer Ave & West 34th St | Passed | Passed | Passed | Passed |
| | Twelfth Ave & West 34th St | Passed | Passed | Passed | Passed |
| | Eleventh Ave & West 42nd St | Passed | Passed | Passed | Passed |
| | Dyer Ave & West 36th St | Passed | Passed | Passed | Passed |
| | Tenth Ave & West 33rd St | Passed | Passed | Passed | Passed |
| | Eleventh Ave & West 34th St | Passed | Passed | Passed | Passed |
| | Tenth Ave & West 41st St | Passed | Passed | Passed | Passed |
| | Twelfth Ave & West 42nd St | Passed | Passed | Passed | Passed |
| Long Island City (Queens) | Pulaski Bridge/11th St & Jackson Ave | Passed | Passed | Passed | Passed |
| | 11th St & 48th Ave | Passed | Passed | Passed | Passed |
| | 50th Ave at Vernon Blvd | Passed | Passed | Passed | Passed |
| | Green St & McGuiness Blvd | Passed | Passed | Passed | Passed |
| | McGuinness Blvd & Freeman St | Passed | Passed | Passed | Passed |
| | 21st St & 49th Ave | Passed | Passed | Passed | Passed |
| | 11th St & Borden Ave | Passed | Passed | Passed | Passed |
| | Van Dam St & Queens-Midtown Tunnel Expwy | Passed | Passed | Passed | Passed |
| | Van Dam St & Borden Ave | Passed | Passed | Passed | Passed |
| | Jackson Ave/Northern Blvd & Queens Plaza | Passed | Passed | Passed | Passed |
| | Thomson Ave & Dutch Kills St | Passed | Passed | Passed | Passed |
| | Thomson Ave & Dutch Kills St | Passed | Passed | Passed | Passed |
| | 21st St & Queens Plaza N | Passed | Passed | Passed | Passed |
| Lower Manhattan (Manhattan) | Trinity Place & Edgar St | Passed | Passed | Passed | Passed |
| | Trinity Place & Rector St | Passed | Passed | Passed | Passed |
| | Hugh L. Carey Tunnel Entrance/Exit & West St | Passed | Passed | Passed | Passed |
| | Hugh L. Carey Tunnel Exit & West St & West Thames St | Passed | Passed | Passed | Passed |
| | Chambers St & Centre St | Passed | Passed | Passed | Passed |
| | Canal & Hudson Sts/Holl& Tunnel On-Ramp | Passed | Passed | Passed | Passed |
| | Canal St & Holl& Tunnel On-Ramp | Passed | Passed | Passed | Passed |
| | Canal St S & West St | Passed | Passed | Passed | Passed |
| | West St & Albany St | Passed | Passed | Passed | Passed |
| | West St & Vesey St | Passed | Passed | Passed | Passed |

| LOCATION | INTERSECTION | FINAL EA | | ADOPTED TOLL SCHEDULE | |
|---|---|---|---|---|---|
| | | CO SCREENING | $PM_{2.5}/PM_{10}$ SCREENING | CO SCREENING | $PM_{2.5}/PM_{10}$ SCREENING |
| | West St & Chambers St | Passed | Passed | Passed | Passed |
| | Canal St/Manhattan Bridge & Bowery | Passed | Passed | Passed | Passed |
| | Manhattan Bridge & Bowery | Passed | Passed | Passed | Passed |
| | Sixth Ave & Watts St | Passed | Passed | Passed | Passed |
| | Canal St & Sixth Ave/Laight St | Passed | Passed | Passed | Passed |
| New Jersey | 14th St/Holl& Tunnel (E-W) & Marin Blvd (N-S) | Passed | Passed | Passed | Passed |
| | 14th St (E-W) & Jersey Ave (N-S) | Passed | Passed | Passed | Passed |
| | 12th St (E-W) & Jersey Ave (N-S) | Passed | Passed | Passed | Passed |
| | 12th St/Holl& Tunnel (E-W) & Marin Blvd (N-S) | Passed | Passed | Passed | Passed |
| Queens-Midtown Tunnel (Manhattan) | East 37th St & Third Ave | Passed | Passed | Passed | Passed |
| | East 36th St & Second Ave | Passed | Passed | Passed | Passed |
| | East 34th St & Third Ave | Passed | Passed | Passed | Passed |
| | East 35th St & Third Ave | Passed | Passed | Passed | Passed |
| | East 34th St & Second Ave | Passed | Passed | Passed | Passed |
| | East 35th St & Second Ave | Passed | Passed | Passed | Passed |
| Red Hook (Brooklyn) | Hamilton Ave, Clinton St & West 9th St | Passed | Passed | Passed | Passed |
| | Hamilton Ave (northbound) & West 9th St | Passed | Passed | Passed | Passed |
| Robert F. Kennedy Bridge (Manhattan, the Bronx, Queens) | East 126th St & Second Ave | Passed | Passed | Passed | Passed |
| | East 125th St & Second Ave | Passed | Passed | Passed | Passed |
| | East 134th St & St. Ann's Ave | Passed | Passed | Passed | Passed |
| | St. Ann's Ave & Bruckner Blvd | Passed | Passed | Passed | Passed |
| | 31st St & Astoria Blvd | Passed | Passed | Passed | Passed |
| | Hoyt Ave North & 31st St | Passed | Passed | Passed | Passed |
| | Hoyt Ave South & 31st St | Passed | Passed | Passed | Passed |
| Upper East Side (Manhattan) | East 60th St & Ed Koch Queensboro Bridge Exit | Passed | Passed | Passed | Passed |
| | East 60th St & Third Ave | Passed | Passed | Passed | Passed |
| | East 60th St & York Ave | Passed | Passed | Passed | Passed |
| | East 59th St & Second Ave | Passed | Passed | Passed | Passed |
| | East 60th St & Second Ave | Passed | Passed | Passed | Passed |
| | East 60th St & First Ave | Passed | Passed | Passed | Passed |
| | East 60th St & Lexington Ave | Passed | Passed | Passed | Passed |
| | East 60th St & Park Ave (northbound) | Passed | Passed | Passed | Passed |
| | East 60th St & Park Ave (south- & westbound) | Passed | Passed | Passed | Passed |
| | East 60th St & Madison Ave | Passed | Passed | Passed | Passed |
| | East 62nd St & Ed Koch Queensboro Bridge Exit | Passed | Passed | Passed | Passed |
| | East 60th St & Fifth Ave | Passed | Passed | Passed | Passed |
| | East 63rd St & York Ave | Passed | Passed | Passed | Passed |
| | East 53rd St & Franklin D. Roosevelt Dr | Passed | Passed | Passed | Passed |
| | East 61st St & Fifth Ave | Passed | Passed | Passed | Passed |
| | East 65th St & Fifth Ave | Passed | Passed | Passed | Passed |
| | East 66th St & Fifth Ave | Passed | Passed | Passed | Passed |
| | East 79th St & Fifth Ave | Passed | Passed | Passed | Passed |
| | East 71st St & York Ave | Passed | Passed | Passed | Passed |

| LOCATION | INTERSECTION | FINAL EA | | ADOPTED TOLL SCHEDULE | |
|---|---|---|---|---|---|
| | | CO SCREENING | $PM_{2.5}/PM_{10}$ SCREENING | CO SCREENING | $PM_{2.5}/PM_{10}$ SCREENING |
| Upper West Side (Manhattan) | West 72nd St & West End Ave | Passed | Passed | Passed | Passed |
| | West 61st St & West End Ave | Passed | Passed | Passed | Passed |
| | West 79th St & Riverside Drive | Passed | Passed | Passed | Passed |
| | West 56th St & Twelfth Ave | Passed | Passed | Passed | Passed |
| | West 56th St & West Side Hwy | Passed | Passed | Passed | Passed |
| | West 55th St & West Side Hwy | Passed | Passed | Passed | Passed |
| | West 55th St & Twelfth Ave | Passed | Passed | Passed | Passed |
| | West 55th St & West Side Hwy Arterial | Passed | Passed | Passed | Passed |
| | West 60th St & Broadway | Passed | Passed | Passed | Passed |
| | West 60th St & Columbus Ave | Passed | Passed | Passed | Passed |
| | West 60th St & Amsterdam Ave | Passed | Passed | Passed | Passed |
| | West 60th St & West End Ave | Passed | Passed | Passed | Passed |
| | West 61st St & Amsterdam Ave | Passed | Passed | Passed | Passed |
| | West 61st St & Columbus Ave | Passed | Passed | Passed | Passed |
| | West 61st St & Broadway | Passed | Passed | Passed | Passed |
| | West 61st St & Columbus Ave | Passed | Passed | Passed | Passed |
| | West 81st St & Central Park West | Passed | Passed | Passed | Passed |
| | West 66th St & Central Park West | Passed | Passed | Passed | Passed |
| | West 65th St & Central Park West | Passed | Passed | Passed | Passed |
| West Side Hwy / Rte 9A (Manhattan) | West 24th St & Twelfth Ave | Passed | Passed | Passed | Passed |
| Little Dominican Republic (Manhattan) | West 179th St & Broadway | Passed | Passed | Passed | Passed |
| Lower East Side (Manhattan) | Park Row/Chatham Sq, Worth/Oliver St & Mott St | Passed | Passed | Passed | Passed |
| | Chatham Square & East Broadway | Passed | Passed | Passed | Passed |
| | Chatham Square/Bowery & Division St | Passed | Passed | Passed | Passed |

### *Highway Link Analysis*

For the Final EA, highway link analyses for particulate matter (PM) effects were conducted at three sites:

- I-95 west of the George Washington Bridge, Tolling Scenario C – Highest total AADT in any scenario
- Cross Bronx Expressway at Macombs Road, Tolling Scenario B – Community concern
- Robert F. Kennedy (Triborough) Bridge Queens approach, Tolling Scenario E – Highest truck increase in any scenario

At all sites, predicted PM concentrations with the Project would be below the National Ambient Air Quality Standards (NAAQS).

In addition, a screening analysis was conducted for potential carbon monoxide (CO) effects at a location of community concern (FDR Drive at 10th Street); this location passed the screening and, therefore, no further analysis was required.

For the reevaluation, all highway links were evaluated to determine if those locations analyzed in the Final EA still represent worst-case conditions with the adopted toll schedule. The findings are as follows:

- Highest total AADT: the reevaluation concluded that the same link (I-95 west of the George Washington Bridge) still represents the location with the highest AADT. With the adopted toll schedule, the AADT at this location is higher than that analyzed in the Final EA (although total and incremental truck volumes would be lower than in the Final EA). Therefore additional modeling was conducted using MOVES3.1. Based on modeling, the reevaluation concluded that predicted PM concentrations with the adopted toll schedule would still be below the applicable NAAQS. Therefore, the conclusions of the Final EA are unchanged.
- Community concern: at the Cross Bronx Expressway at Macombs Road location, the AADT and truck volume changes with the adopted toll schedule would be below the maximum increment analyzed in the Final EA, where the results were below NAAQS, and no adverse effect was found. Therefore, no additional modeling was necessary, and the conclusions of the Final EA are unchanged.
- Highest truck increase: the reevaluation concluded that the same link (Robert F. Kennedy (RFK) Bridge Queens approach) still represents the location with the largest truck increase. The truck volume changes at the RFK Bridge for the adopted toll schedule are all below the maximum increment analyzed in the Final EA, where the results were below NAAQS, and no adverse effect was found. Therefore, no additional modeling was necessary, and the conclusions of the Final EA are unchanged.

In addition, as in the Final EA, a screening analysis was conducted for the adopted toll schedule for potential CO impacts at the location of community concern (FDR Drive at 10th Street); this location passed the screening and, therefore, no further analysis is required.

*Table XX. Changes in AADT and Trucks (2023), Final EA and Adopted Toll Schedule*

| LINK # | COUNTY | ROADWAY | NO ACTION | | FINAL EA SCENARIO C | | ADOPTED TOLL SCHEDULE | |
|---|---|---|---|---|---|---|---|---|
| | | | AADT | Trucks | AADT | Trucks | AADT | Trucks |
| 268133 & 268131 | Bergen | I-95 West of the George Washington Bridge | 241,327 | 34,133 | 249,307 | 34,862 | 251,668 | 34,632 |
| Change from No Action | | | | | 7,980 | 729 | 10,341 | 499 |
| Percent Change from No Action | | | | | 3.3% | 2.1% | 4.3% | 1.5% |

*Table XX. Changes in Particulate Matter Concentrations (2023), Final EA and Adopted Toll Schedule – I-95 West of the George Washington Bridge*

| FINAL EA TABLE* | POLLUTANT | FINAL EA | | ADOPTED TOLL SCHEDULE | | NAAQS |
|---|---|---|---|---|---|---|
| | | No Action Alternative – MOVES3 (µg/m³) | Final EA Tolling Scenario C (µg/m³) | No Action Alternative – MOVES3.1 (µg/m³) | Adopted Toll Schedule (µg/m³) | |
| Table 1 | PM10 | 105 | 107 | 88 | 89 | 150 |
| Table 2 | $PM_{2.5}$ 24-hour | 29.5 | 29.7 | 27.8 | 28.0 | 35.0 |
| Table 3 | $PM_{2.5}$ Annual | 11.1 | 11.2 | 10.8 | 10.9 | 12.0 |

* See Final EA Appendix 10D, page 10-52

Note: No Action pollutant concentrations are lower than in the Final EA because MOVES 3.1 (latest version) was used with the latest input files (vehicle age distribution, vehicle mix) and meteorological data in AERMOD for the reevaluation. Incremental changes from the No Action under the adopted toll schedule are the same or less than those for Final EA Tolling Scenario C.

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added*

| EA CHAPTER | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | A | B | C | D | E | F | G | | | | | |
| **10 – Air Quality** | Increases or decreases in emissions related to truck traffic diversions | Cross Bronx Expressway at Macombs Road, Bronx, NY | Increase or decrease in Annual Average Daily Traffic (AADT) | 3,901 | 3,996 | 2,056 | 1,766 | 3,757 | 2,188 | 3,255 | No | **No mitigation needed.** No adverse effects<br>**Enhancements**<br>**1.** Refer to the overall enhancement on monitoring at the end of this table.<br>**2.** TBTA will work with NYC DOHMH to expand the existing network of sensors to monitor priority locations and supplement a smaller number of real-time $PM_{2.5}$ monitors to provide insight into time-of-day patterns to determine whether the changes in air pollution can be attributed to changes in traffic occurring after implementation of the Project. The Project Sponsors will select the additional monitoring locations in consideration of air quality analysis in the EA and input from environmental justice stakeholders. NYS Department of Environmental Conservation (NYSDEC) and other agencies conducting monitoring will also be consulted prior to finalizing the monitoring approach. The Project Sponsors will monitor air quality prior to implementation (setting a baseline), and two years following implementation. Following the initial two-year post-implementation analysis period, and separate from ongoing air quality monitoring and reporting, the Project Sponsors will assess the magnitude and variability of changes in air quality to determine whether more monitoring sites are necessary. Data collected throughout the monitoring program will be made available publicly as data becomes available and analysis is completed. Data from the real-time monitors will be available online continuously from the start of pre-implementation monitoring.<br>**3.** MTA is currently transitioning its fleet to zero-emission buses, which will reduce air pollutants and improve air quality near bus depots and along bus routes. MTA is committed to prioritizing traditionally underserved communities and those impacted by poor air quality and climate change and has developed an approach that actively incorporates these priorities in the deployment phasing process of the transition.<br>Based on feedback received during the outreach conducted for the Project and concerns raised by members of environmental justice communities, TBTA coordinated with MTA NYCT, which is committed to prioritizing the Kingsbridge Depot and Gun Hill Depot, both located in and serving primarily environmental justice communities in Upper Manhattan and the Bronx, when electric buses are received in MTA's next major procurement of battery electric buses, which began in late 2022. This independent effort by MTA NYCT is anticipated to provide air quality benefits to the environmental justice communities in the Bronx. | 3,917 | No | **No mitigation needed.** The Project Sponsors are maintaining their commitment to implement the enhancement measures identified in the Final EA |
| | | | Increase or decrease in daily number of trucks | 509 | 704 | 170 | 510 | 378 | 536 | 50 | | | 433 | | |
| | | | Potential adverse air quality effects from truck diversions | No | No | No | No | No | No | No | | | No | | |
| | | I-95, Bergen County, NJ | Increase or decrease in AADT | 9,843 | 11,459 | 7,980 | 5,003 | 7,078 | 5,842 | 12,506 | No | | 10,341 | No | |
| | | | Increase or decrease in daily number of trucks | 801 | 955 | 729 | 631 | 696 | 637 | -236 | | | 499 | | |
| | | | Potential adverse air quality effects from truck diversions | No | No | No | No | No | No | No | | | No | | |
| | | RFK Bridge, NY | Increase or decrease in AADT | 18,742 | 19,440 | 19,860 | 19,932 | 20,465 | 20,391 | 21,006 | No | | 20,273 | No | |
| | | | Increase or decrease in daily number of trucks | 2,257 | 2,423 | 2,820 | 3,479 | 4,116 | 3,045 | 432 | | | 2,433 | | |
| | | | Potential adverse air quality effects from truck diversions | No | No | No | No | No | No | No | | | No | | |

# 4C Transportation – Transit

Subchapter 4C of the Final EA presented the assessment of the CBD Tolling Alternative on transit operations throughout the 28-county regional study area, including capacity of transit services (line-haul capacity) and effects on operations within individual transit stations. This section evaluates the effects of the adopted toll schedule on the transit lines and stations.

## OUTCOME

The analysis demonstrates that there are no potential new adverse effects and no additional mitigation is needed. The Project Sponsors remain committed to the mitigation described in the Final EA.

## METHODOLOGY

### Final EA Methodology

As described in detail in the Final EA section 4C.2, "Methodology and Assumptions," the Final EA analysis of transit used screening assessments followed by qualitative and/or quantified analyses conducted in coordination with the operating agency for the potentially affected transit service, consistent with evaluation procedures recommended in New York City's *City Environmental Quality Review (CEQR) Technical Manual*.

NYC's CEQR guidelines were used for analysis of New Jersey transit services (NJ TRANSIT, PATH, and suburban buses that enter the Manhattan CBD) because NJ TRANSIT and the Port Authority of New York and New Jersey (PANYNJ) do not have an alternative guideline. In coordination with Metro-North Railroad and Long Island Rail Road, CEQR methodologies were also used to assess commuter rail lines and stations.

#### *Line-Haul*

#### Subways and Commuter Rail

1. Identified transit lines with more than 200 new peak-hour passengers in a single direction at maximum load point for the tolling scenario with the highest incremental transit ridership increase. The scenario with the highest incremental transit ridership increase for each subway and commuter rail line was used for the next steps in the analysis
2. For transit lines above the 200-passenger screening threshold, evaluated the number of new passengers per train and car in the peak-hour
3. Potential adverse effects were identified for any transit services where the Project increment would add more than 5 passengers per car and the service would operate above its guideline capacity (no

subway or commuter rail lines exceeded this threshold in the Final EA, and there was no potential adverse effect on subways or commuter rail line-haul capacity)

Buses

1. Identified bus routes with more than 50 new passengers per hour, per direction, at maximum load point for the tolling scenario with the highest incremental transit ridership increase. The scenario with the highest incremental transit ridership increase for each bus route cordon grouping was used for the next steps in the analysis

2. For bus routes above the 50-passenger threshold, evaluated the number of incremental passengers per trip and calculated the volume-to-capacity (v/c) ratio that would result with the new passengers

3. Potential adverse effects were identified for bus routes where the v/c ratio would be greater than 1.00, indicating that demand would be greater than capacity (no bus routes exceeded this threshold in the Final EA, and there was no potential adverse effects on bus line-haul capacity)

### *Stations*

1. Identified transit stations with more than 200 new passengers in the peak hour for the tolling scenario with the highest incremental transit ridership increase (excluding cross-platform transfers between trains). Because Tolling Scenario E projected the highest transit system ridership, it was selected as the tolling scenario for detailed analysis of stations requiring further analysis (except at one location in Newark, New Jersey—for both PATH and NJ TRANSIT—where Tolling Scenario C was selected for its greater station ridership increase)
2. For transit stations above the 200-passenger screening threshold, conducted qualitative analysis of station, or quantified analysis of effect on station elements (stairs, escalators, passageways, turnstiles, and fare arrays), in coordination with the station operator

## Reevaluation Methodology

### *Line-Haul*

1. Identified incremental passenger increases from the adopted toll schedule at maximum load points for subway, commuter rail, and bus lines
2. Identified lines with higher increment than Final EA tolling scenario analyzed at those locations
3. Using the same methodology as the Final EA, conducted analysis for lines where both:
    - Increments met CEQR screening threshold for analysis (200 new peak-hour passengers for subways and commuter rail; 50 new passengers per hour, per direction, at maximum load point for buses)
    - Increments were higher than the Final EA

   If the line met the screening threshold for increased passengers, but the increase was less than that where no adverse effects were found after detailed analysis in the Final EA, then no further detailed analysis was necessary.

*Stations*

1. Identified incremental passenger increases from the adopted toll schedule at transit stations
2. Using the same methodology as in the Final EA, identified transit stations with more than 200 new passengers in the peak hour due to the adopted toll schedule (excluding cross-platform transfers between trains)
3. Using the same methodology as the Final EA, conducted analysis for stations where both:
   - Increments met CEQR screening threshold for analysis
   - Increments were higher than the Final EA

   If the station met the screening threshold for increased passengers, but the increase was less than that where no adverse effects were found after detailed analysis in the Final EA, then no further detailed analysis was necessary.

## ANALYSIS AND FINDINGS

BPM results indicate that overall transit ridership projections with the adopted toll schedule would be comparable to those assessed in the Final EA. The adopted toll schedule would result in slightly lower subway, bus, and commuter rail boardings than analyzed in the Final EA Scenario E (the scenario with highest overall transit boardings), with the exception of boardings on Metro North Railroad, where there would be 52 additional boardings in the peak hour, system-wide, compared to the Final EA.

### Line-Haul

Considering the effect of the adopted toll schedule on individual subway and commuter rail lines, the adopted toll schedule would result in incremental passenger volumes above the screening threshold on one commuter rail line: the Metro-North Railroad New Haven Line. On that route, the adopted toll schedule would result in 437 additional peak-hour passengers (over the No Action), in comparison to 212 new passengers evaluated in the Final EA. Overall, the increase on the New Haven Line would be equivalent to 2.6 new passengers per train car, which is lower than the CEQR threshold of five additional passengers per train car. Therefore the adopted toll schedule would not result in adverse effects on line-haul capacity on the New Haven Line.

For bus routes, the 13 New Jersey/West of Hudson bus lines (via Holland Tunnel) would see an overall 1.9 percent increase in passengers at the maximum load point with the adopted toll schedule, compared to a range of -1.4 to 1.4 percent change in passengers for the Final EA tolling scenarios. The maximum increase per-direction at the maximum load point on a single line was 8 new riders, which is lower than the CEQR threshold of 50 new riders. Therefore the adopted toll schedule would not result in adverse effects on line-haul capacity on any West of Hudson bus lines.

*Final EA Table 4C-6. Transit Ridership: No Action Alternative and CBD Tolling Alternative (2023 AM Peak Period) – with the Adopted Toll Schedule Added*

| MODE | NO ACTION ALTERNATIVE | TOLLING SCENARIO A | TOLLING SCENARIO B | TOLLING SCENARIO C | TOLLING SCENARIO D | TOLLING SCENARIO E | TOLLING SCENARIO F | TOLLING SCENARIO G | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|
| **Subway** | **3,138,960** | **3,184,961** | **3,187,374** | **3,192,428** | **3,199,370** | **3,203,052** | **3,199,783** | **3,197,389** | **3,190,362** |
| New York City Transit | 3,005,224 | 3,050,101 | 3,052,683 | 3,056,840 | 3,063,552 | 3,066,614 | 3,063,577 | 3,061,455 | 3,054,862 |
| Port Authority Trans-Hudson (PATH) | 133,736 | 134,860 | 134,691 | 135,588 | 135,818 | 136,438 | 136,206 | 135,934 | 135,500 |
| **Commuter and Intercity Rail** | **454,520** | **456,755** | **457,863** | **459,632** | **461,634** | **463,108** | **462,013** | **458,867** | **459,622** |
| Long Island Rail Road | 142,651 | 143,452 | 143,989 | 144,244 | 144,733 | 145,544 | 144,560 | 144,084 | 144,103 |
| Metro-North Railroad | 152,203 | 153,128 | 153,437 | 154,108 | 154,850 | 154,296 | 155,020 | 153,491 | 154,348 |
| NJ TRANSIT | 159,666 | 160,175 | 160,437 | 161,280 | 162,051 | 163,268 | 162,433 | 161,292 | 161,171 |
| **Buses** | **2,689,564** | **2,718,960** | **2,717,506** | **2,724,787** | **2,724,456** | **2,727,512** | **2,726,657** | **2,718,457** | **2,721,174** |
| MTA buses | 2,037,319 | 2,063,136 | 2,062,997 | 2,068,001 | 2,067,753 | 2,069,107 | 2,068,898 | 2,062,926 | 2,064,522 |
| NJ TRANSIT | 471,109 | 474,344 | 473,456 | 474,079 | 474,279 | 476,321 | 475,663 | 474,260 | 475,149 |
| Other | 181,136 | 181,480 | 181,053 | 182,707 | 182,424 | 182,084 | 182,096 | 181,271 | 181,503 |
| **Other Transit** | **58,635** | **60,073** | **60,225** | **60,467** | **60,474** | **60,475** | **60,712** | **60,246** | **60,335** |
| Ferries | 57,548 | 58,966 | 59,120 | 59,358 | 59,363 | 59,360 | 59,598 | 59,140 | 59,216 |
| Tramway | 1,087 | 1,107 | 1,105 | 1,109 | 1,111 | 1,115 | 1,114 | 1,106 | 1,118 |
| **TOTAL** | **6,341,679** | **6,420,749** | **6,422,968** | **6,437,314** | **6,445,934** | **6,454,147** | **6,449,165** | **6,434,959** | **6,431,493** |

Source: WSP, Best Practice Model 2023, 2021 and NYMTC Hub Bound Travel Data Report 2019

Note: Data total over a 4-hour period, defined as total boardings, which include transfers. (Because this ridership estimate includes transfers, the ridership reported is greater than MTA NYCT MetroCard data that is widely available.) The BPM includes MTA buses, NJ TRANSIT buses, smaller regional bus carriers, and private carriers. (Other smaller carriers and private carriers are included under "Other Buses.") Tramway volumes were calculated using an incremental change factor derived from Queens/Roosevelt Island sector change per each tolling scenario.

*Table XXX Line-Haul Analysis Summary*

| MODE – SECTOR/GROUP | TOTAL NUMBER OF LINES | NUMBER OF LINES REQUIRING FURTHER ANALYSIS | | NUMBER OF LINES WITH POTENTIAL ADVERSE EFFECT | |
|---|---|---|---|---|---|
| | | Final EA | Adopted Toll Schedule | Final EA | Adopted Toll Schedule |
| **Subway** | | | | | |
| Manhattan – 60th Street | **11** | **3** | 0 | 0 | 0 |
| Queens | **8** | **4** | 0 | 0 | 0 |
| Brooklyn | **15** | **4** | 0 | 0 | 0 |
| New Jersey (PATH) | **4** | **1** | 0 | 0 | 0 |
| **Commuter Rail** | | | | | |
| Manhattan – 60th Street | **3** | **3** | **1** | 0 | 0 |
| Queens | **10** | **1** | 0 | 0 | 0 |
| New Jersey | **4** | 0 | 0 | 0 | 0 |
| **Bus** | | | | | |
| Manhattan local buses | **16** | 0 | 0 | 0 | 0 |
| Bronx express buses | **11** | 0 | 0 | 0 | 0 |
| Queens local and express buses (via Ed Koch Queensboro Bridge) | **3** | 0 | 0 | 0 | 0 |
| Queens express buses (via Queens-Midtown Tunnel) | **33** | 0 | 0 | 0 | 0 |
| Brooklyn local and express buses | **7** | 0 | 0 | 0 | 0 |
| Staten Island express routes (via Brooklyn) | **16** | 0 | 0 | 0 | 0 |
| Staten Island express routes (via NJ) | **5** | 0 | 0 | 0 | 0 |
| NJ/West of Hudson buses (via Holland Tunnel) | **13** | 0 | 0 | 0 | 0 |
| NJ/West of Hudson buses (via Lincoln Tunnel) | **104** | 0 | 0 | 0 | 0 |

## Stations

In the Final EA, the initial screening evaluation concluded that 26 commuter rail and subway stations were projected to have passenger increases of more than the screening threshold of 200 new peak-hour passengers. The Project Sponsors then consulted with the station operators, which evaluated the potential increases in the context of recent or planned station improvements, station size, and other factors. As a result of that consultation, four station complexes were evaluated qualitatively and found to have no adverse effects due to the Project:

- Grand Central Terminal (subway and commuter rail station)
- Port Authority Bus Terminal (bus and subway station)
- Penn Station New York (commuter rail and subway station)
- Fulton Transit Center (subway station)

The remaining stations were evaluated quantitatively with analysis of the CBD Tolling Alternative's effects on station elements (stairs and escalators, passageways, and turnstiles / fare arrays).

In the reevaluation, the initial screening evaluation concluded that with the adopted toll schedule, three stations would have passenger increases of more than the screening threshold—i.e., more than 200 new peak-hour passengers and higher than Final EA Tolling Scenario E: Grand Central Terminal, Court Square Station, and Main Street–Flushing Station. These were evaluated using the same approach as in the Final EA: qualitative analysis for Grand Central Terminal (for which the Final EA identified no adverse effect) and quantitative analysis for Court Square and Main Street–Flushing Stations (for which the Final EA identified adverse effects).

- Grand Central Terminal (Metro-North Railroad, No. 4, 5, 6, 7 and S subway lines):
  - 3 percent higher passenger volume than Final EA Tolling Scenario E (18 more passengers)
  - Considering planned and under-construction capacity improvements, and the modest change as compared to the Final EA, the same conclusion of no new adverse effects was reached.
- Main Street-Flushing station (No. 7 subway line):
  - 10 percent higher passenger volume than Final EA Tolling Scenario E (27 more passengers)
  - The Final EA identified a potential adverse effect at street escalator 456. The Final EA's proposed mitigation of increasing the escalator speed would mitigate the adverse effect. The reevaluation analysis indicated the same potential adverse effect and the proposed mitigation remains effective. There are no new adverse effects.
- Court Square station (No. 7, E/M, and G subway lines):
  - 2 percent higher passenger volume than Final EA Tolling Scenario E (5 more passengers)
  - The Final EA identified a potential adverse effect at platform stair Flushing P2/P4. The Final EA's proposed mitigation – constructing a new stair from the northern end of the No. 7 platform to the street – would mitigate the potential adverse effect. The reevaluation analysis identified the same potential adverse effect and the proposed mitigation remains effective. There are no new adverse effects.

At other stations where the Final EA predicted adverse effects, the adopted toll schedule would result in lower volumes than evaluated in the Final EA in Tolling Scenario E—the Hoboken PATH Station, Union Square Station, and 42nd Street–Times Square Station.

At Hoboken Terminal, the reevaluation analysis indicated that the adopted tolling schedule would result in volumes that are 45 to 50 percent of the Final EA Tolling Scenario E increments. This would result in a stair volume of 141 and 152 incremental passengers in the AM and PM peak hours, respectively, and no potential adverse effect.

At the Union Square and Times Square Stations, even with lower increments under the adopted toll schedule, as compared to Tolling Scenario E analyzed in the Final EA, adverse effects may still materialize. These can be adequately addressed by the mitigation measures described in the Final EA.

*Final EA Table 4C-26 & Table 4C-27. Transit Stations with More than 200 Projected New Passengers in the AM and PM Peak Hour (2023), Final EA Tolling Scenario E or C – with the Adopted Toll Schedule Added*

| STATION NAME | OPERATOR | LINE | FINAL EA – TOLLING SCENARIO E OR C | | ADOPTED TOLL SCHEDULE | |
|---|---|---|---|---|---|---|
| | | | AM Peak Net Ons/Offs | PM Peak Net Ons/Offs | AM Peak Net Ons/Offs | PM Peak Net Ons/Offs |
| New York-Penn Station | LIRR/NJ TRANSIT | — | 1,380 | 1,380 | 680 | 680 |
| New York-Grand Central Terminal | Metro-North | — | 619 | 619 | 637 | 637 |
| Hoboken Terminal | NJ TRANSIT | — | 501 | 501 | 122 | 122 |
| Hoboken Terminal (PATH) | PANYNJ | — | 316 | 340 | 141 | 141 |
| World Trade Center Station | PANYNJ | — | 264 | 285 | 157 | 210 |
| Times Sq-42 St/42 St-Port Authority Bus Terminal | NYCT | Nos. 1, 2, 3, 7, and A, C, E, N, Q, R, S, W | 790 | 851 | 474 | 484 |
| Grand Central-42 St | NYCT | Nos. 4, 5, 6, 7, and S | 761 | 820 | 475 | 512 |
| 14 St-Union Square | NYCT | Nos. 4, 5, 6, and L, N, Q, R, W | 585 | 630 | 450 | 485 |
| Fulton St | NYCT | Nos. 2, 3, 4, 5, and A, C, J, Z | 495 | 533 | 333 | 358 |
| Lexington Av/59 St | NYCT | Nos. 4, 5, 6, and N, R, W | 455 | 490 | 373 | 401 |
| Lexington Av/53 St and 51 St | NYCT | No. 6, and E, M | 395 | 425 | 285 | 307 |
| 42 St-Bryant Park-5 Av | NYCT | No. 7, and B, D, F, M | 342 | 369 | 218 | 235 |
| Broadway-Lafayette St and Bleecker St | NYCT | No. 6, and B, D, F, M | 341 | 368 | 246 | 265 |
| Court Square | NYCT | No. 7, and E, G, M | 332 | 354 | 337 | 363 |
| 59 St-Columbus Circle | NYCT | No. 1, and A, B, C, D | 326 | 351 | 222 | 239 |
| Atlantic Av-Barclays Center | NYCT | Nos. 2, 3, 4, 5, and B, Q, D, N, R | 313 | 338 | 280 | 301 |
| 34 St-Herald Sq | NYCT | B, D, F, M, N, Q, R, W | 319 | 344 | 205 | 221 |
| 14 St (Sixth Av/Seventh Av) | NYCT | Nos. 1, 2, 3, and F, M, L | 268 | 288 | 234 | 252 |
| Flushing-Main St | NYCT | 7 | 261 | 281 | 288 | 310 |
| Broadway Junction | NYCT | Nos. 1, 2, 3, and F, M, L | 245 | 264 | 222 | 239 |
| Canal St | NYCT | No. 6, and N, Q, R, W, J | 230 | 247 | 170 | 183 |
| 168 St-Washington Heights | NYCT | No. 1, and A, C | 204 | 219 | 162 | 174 |

Source: WSP, Best Practice Model.

Note: All stations with free connections have aggregated volumes. Peak-hour incremental change was calculated as an average 28 percent peak-hour to peak-period ratio in the PM for NYCT subways, PATH trains, and buses; 43 percent peak-hour to peak-period ratio for Metro-North and NJ TRANSIT; and 41 percent peak-hour to peak-period ratio for LIRR. Net ons/offs include subway-to-bus, subway-to-subway, and bus-to-subway transfers and is not a direct calculation of Tolling Scenario E minus No Action Alternative incremental trips. Tolling Scenario C was used for analysis at Hoboken Terminal.

*Final EA, Transit Table 4C-34. NYCT Station Elements Where Adverse Effects and Accompanying Project Improvements Have Been Identified (CBD Tolling Alternative, 2023 AM Peak Hour) – with Adopted Toll Schedule and Mitigation Added*

| STATION | ELEMENT | NO ACTION ALTERNATIVE | | | FINAL EA (SCENARIO E) | | | ADOPTED TOLL SCHEDULE | | | WITH MITIGATION | | | | IDENTIFIED IMPROVEMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | FINAL EA (SCENARIO E) | | ADOPTED TOLL SCHEDULE | | |
| | | AM Peak-Hour Volume | V/C Ratio | Level of Service | AM Peak-Hour Volume | V/C Ratio | Level of Service | AM Peak-Hour Volume | V/C Ratio | Level of Service | V/C Ratio | Level of Service | V/C Ratio | Level of Service | |
| **Flushing – Main Street** | **Escalator E456**: Street escalator at north side of Roosevelt Avenue between Main Street and Union Street | 2,984 | 1.18 | D | 3,040 | 1.21 | D | 3,045 | 1.21 | D | 1.08 | D | 1.08 | D | Increase escalator speed to 120 feet per minute. |
| **Court Square** | **Stair P2/P4:** Stair between paid zone and Manhattan-bound No. 7 train | 3,825 | 1.84 | F | 3,955 | 1.90 | F | 3,947 | 1.90 | F | 1.56 | E | 1.56 | E | Construct new stair from the northern end of No. 7 platform to the street. |

Note: Highlighted columns show with-mitigation service levels, these were not included in Table 4C-35 in the Final EA

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **4C – Transportation: Transit** | Transit Systems | The Project would generate a dedicated revenue source for investment in the transit system. Transit ridership would increase by 1 to 2 percent systemwide for travel to and from the Manhattan CBD, because some people would shift to transit rather than driving. Increases in transit ridership would not result in adverse effects on line-haul capacity on any transit routes. | New York City Transit | % Increase or decrease in total AM peak period boardings systemwide | 1.5% | 1.6% | 1.7% | 1.9% | 2.0% | 1.9% | 1.8% | No | **No mitigation needed.** No adverse effects | 1.7% | No | **No mitigation needed.** No adverse effects |
| | | | PATH | | 0.8% | 0.7% | 1.4% | 1.6% | 2.0% | 1.8% | 1.6% | | | 1.3% | | |
| | | | Long Island Rail Road | | 0.6% | 0.9% | 1.1% | 1.5% | 2.0% | 1.3% | 1.0% | | | 1.0% | | |
| | | | Metro-North Railroad | | 0.6% | 0.8% | 1.3% | 1.7% | 1.4% | 1.9% | 0.8% | | | 1.4% | | |
| | | | NJ TRANSIT commuter rail | | 0.3% | 0.5% | 1.0% | 1.5% | 2.3% | 1.7% | 1.0% | | | 0.9% | | |
| | | | MTA/NYCT Buses | | 1.3% | 1.3% | 1.5% | 1.5% | 1.6% | 1.6% | 1.2% | | | 1.3% | | |
| | | | NJ TRANSIT Bus | | 0.7% | 0.5% | 0.6% | 0.7% | 1.1% | 1.0% | 0.7% | | | 0.9% | | |
| | | | Other buses (suburban and private operators) | | 0.2% | 0.0% | 0.9% | 0.7% | 0.5% | 0.5% | 0.1% | | | 0.2% | | |
| | | | Ferries (Staten Island Ferry, NYC Ferry, NY Waterway, Seastreak) | | 2.5% | 2.7% | 3.1% | 3.2% | 3.1% | 3.6% | 2.7% | | | 2.9% | | |
| | | | Roosevelt Island Tram | | 1.8% | 1.7% | 2.0% | 2.2% | 2.6% | 2.5% | 1.7% | | | 2.9% | | |
| | Bus System Effects | Decreases in traffic volumes within the Manhattan CBD and near the 60th Street boundary of the Manhattan CBD would reduce the roadway congestion that adversely affects bus operations, facilitating more reliable, faster bus trips. | Manhattan local buses | % Increase or decrease at maximum passenger load point | 0.5% | 0.5% | 0.7% | 1.1% | 1.2% | 0.9% | 0.7% | No | **No mitigation needed.** No adverse effects | 0.5% | No | **No mitigation needed.** No adverse effects |
| | | | Bronx express buses | | -1.6% | 2.0% | 2.2% | -0.5% | 2.0% | 1.5% | -2.5% | | | 0.6% | | |
| | | | Queens local and express buses (via Ed Koch Queensboro Bridge) | | 2.2% | 2.0% | 2.3% | 2.3% | 2.5% | 2.8% | 2.0% | | | 2.2% | | |
| | | | Queens express buses (via Queens-Midtown Tunnel) | | 0.3% | 0.2% | 0.4% | 0.8% | 1.1% | 0.8% | 0.6% | | | 0.5% | | |
| | | | Brooklyn local and express buses | | 0.8% | 1.0% | 0.6% | 0.7% | 0.7% | 0.8% | 2.6% | | | 0.5% | | |
| | | | Staten Island express routes (via Brooklyn) | | 4.0% | 4.5% | 4.4% | 3.8% | 3.9% | 3.7% | 3.5% | | | 3.9% | | |
| | | | Staten Island express routes (via NJ) | | 1.0% | 1.9% | 2.3% | 2.8% | 1.8% | 1.8% | 2.4% | | | 1.3% | | |
| | | | NJ/West of Hudson buses (via Holland Tunnel) | | -1.4% | -0.9% | -0.3% | 1.4% | -0.9% | -0.6% | -1.4% | | | 1.9%* | | |
| | | | NJ/West of Hudson buses (via Lincoln Tunnel) | | 0.4% | 0.6% | 0.4% | 0.6% | 1.5% | 1.1% | 0.6% | | | 0.8% | | |

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule Added*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **4C – Transportation: Transit (Cont'd)** | Transit Elements | Increased ridership would affect passenger flows with the potential for adverse effects at certain vertical circulation elements (i.e., stairs and escalators) in five transit stations:<br>▪ Hoboken Terminal, Hoboken, NJ PATH station<br>▪ Times Sq-42 St/42 St-Port Authority Bus Terminal subway station in the Manhattan CBD (N, Q, R, W, and S; Nos. 1, 2, 3, and 7; and A, C, E lines)<br>▪ Flushing-Main St subway station, Queens (No. 7 line)<br>▪ 14th Street-Union Square subway station in the Manhattan CBD (Nos. 4, 5, and 6; and L, N, Q, R, W lines)<br>▪ Court Square subway station, Queens (No. 7 and E, G, M lines) | Hoboken Terminal–PATH station (NJ) Stair 01/02 | Net passenger increases or at stair in the peak hour | 45 | 72 | 122 | 164 | 240 | 205 | 139 | Yes | **Mitigation needed for Tolling Scenarios E and F.** TBTA will coordinate with NJ TRANSIT and PANYNJ to monitor pedestrian volumes on Stair 01/02 one month prior to commencing tolling operations to establish a baseline, and two months after Project operations begin. If a comparison of Stair 01/02 passenger volumes before and after implementation shows an incremental change that is greater than or equal to 205, then TBTA will coordinate with NJ TRANSIT and PANYNJ to implement improved signage and wayfinding to divert some people from Stair 01/02, and supplemental personnel if needed. | 140 | No | **No mitigation needed.** TBTA is maintaining its commitment to implement the mitigation measures identified in the Final EA as an enhancement |
| | | | 42 St-Times Square–subway station (Manhattan) Stair ML6/ML8 connecting mezzanine to uptown 1/2/3 lines subway platform | Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period | 63% | 59% | 68% | 82% | 100% | 82% | 56% | Yes | **Mitigation needed.** TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to remove the center handrail and standardize the riser, so that the stair meets code without the hand rail. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur. | 60% | Yes | **No additional mitigation needed.** TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA |
| | | | Flushing-Main St subway station (Queens)–Escalator E456 connecting street to mezzanine level | Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period | 116% | 91% | 108% | 116% | 100% | 133% | 72% | Yes | **Mitigation needed.** TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the speed from 100 feet per minute (fpm) to 120 fpm. | 110% | Yes | **No additional mitigation needed.** TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA. |
| | | | Union Sq subway station (Manhattan)–Escalator E219 connecting the L subway line platform to the Nos. 4/5/6 line mezzanine | Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period | 63% | 82% | 87% | 102% | 100% | 95% | 61% | Yes | **Mitigation needed.** TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, MTA NYCT will increase the escalator speed from 100 fpm to 120 fpm. | 77% | Yes | **No additional mitigation needed.** TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA. |
| | | | Court Sq subway station (Queens)–Stair P2/P4 to Manhattan-bound No. 7 line | Relative increase or decrease in passenger volumes at station OVERALL as compared to Tolling Scenario E (not only at the affected stair or location) in the peak hour, peak period | 98% | 90% | 102% | 104% | 100% | 117% | 97% | Yes | **Mitigation needed.** TBTA will coordinate with MTA NYCT to implement a monitoring plan for this location. The plan will identify a baseline, specific timing, and a threshold for additional action. If that threshold is reached, TBTA will coordinate with MTA NYCT to construct a new stair from the northern end of the No. 7 platform to the street. The threshold will be set to allow for sufficient time to implement the mitigation so that the adverse effect does not occur. | 102% | Yes | **No additional mitigation needed.** TBTA will coordinate with MTA NYCT to implement the mitigation commitments of the Final EA |

# 17 ENVIRONMENTAL JUSTICE

Chapter 17 of the Final EA presented an evaluation of the CBD Tolling Alternative's potential for disproportionately high and adverse effects to environmental justice populations, including effects on local communities and effects related to regional mobility. This section presents a reevaluation of that topic for the adopted toll schedule.

## OUTCOME

The reevaluation concludes that with the implementation of the mitigation commitments of the Final EA, the adopted toll schedule would not result in disproportionately high and adverse effects on environmental justice populations or communities and no new mitigation is needed. In addition, there is no change in the communities for which place-based mitigation will be implemented.

## METHODOLOGY

### Final EA Methodology

The methodology used to determine potential effects on environmental justice populations is described starting on page 17-2 of the Final EA, Section 17.3, "Methodology." As described in that section, the environmental justice analysis evaluated two types of potential effects of the CBD Tolling Program:

- **Local (Neighborhood) Effects:** The Final EA evaluated the effects on neighborhoods related to changes in traffic patterns and the potential resulting effects in terms of traffic congestion, air emissions, and noise; it then assessed whether any such effects would occur disproportionately to environmental justice populations. This included a supplemental analysis for the Final EA of increases or decreases in traffic and truck traffic as a result of traffic diversions in communities already highly burdened by pre-existing air pollution and chronic diseases. For the local (neighborhood) effects, the Final EA used a 10-county study area where localized effects (such as changes in traffic volumes, air emissions, or noise) would occur as a result of the Project.
- **Regional Effects:** The Final EA considered how implementation of the CBD Tolling Alternative would affect the regional population in terms of increased costs (tolls), changes in trip time, and changes in transit conditions, and whether any effects would occur disproportionately to environmental justice populations. For regional effects, the Final EA evaluated the 28-county regional study area, which is the main catchment area for trips to and from the Manhattan CBD and the area where changes in travel patterns and mobility would occur.

## Reevaluation Methodology

The re-evaluation considered the local (neighborhood) effects and regional effects of the adopted toll schedule, using the same methodology as the Final EA.

# ANALYSIS AND FINDINGS: LOCAL (NEIGHBORHOOD) EFFECTS

The Final EA considered a range of issues that had the potential to result in local, neighborhood effects:

- Increased traffic congestion on highway segments
- Changes in traffic conditions at local intersections
- Traffic-related effects on noise
- Increases to transit ridership
- Changes in passenger flows at transit stations
- Changes in pedestrian circulation near transit hubs
- Potential for indirect displacement
- Potential effects on the costs of goods
- Traffic-related effects on air quality (including a supplemental analysis for the Final EA of Project effects of traffic and truck traffic on communities with associated high pre-existing air pollutant and health burdens)

The Final EA concluded that, with the implementation of mitigation, the CBD Tolling Alternative would not result in disproportionately high and adverse effects on environmental justice populations in those topic areas.

The reevaluation of each of the topic areas above shows that the effects of the adopted toll schedule fall within the range of effects evaluated in the Final EA and the conclusions of the Final EA remain unchanged.

# ANALYSIS AND FINDINGS: REGIONAL

## Low-Income Drivers

As documented in the Final EA, a total of 16,100 low-income workers drive to the Manhattan CBD for work, based on Census Transportation Planning Program (CTPP) data. The EA published in August 2022 concluded that the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers who currently drive to the Manhattan CBD and do not have reasonable alternative transportation modes available, because the cost of the toll would consume a larger percentage of their available income. To avoid that potential disproportionate adverse effect, in the Final EA the Project Sponsors committed to a program of mitigation measures for low-income frequent drivers. With further analysis of the population affected (as documented in Appendix 17E, "Approach to Mitigating the Effect of CBD Tolls on Low-Income

Frequent Drivers"), and the addition of new mitigation, the Final EA concluded there would not be a disproportionately high and adverse effect on low-income drivers.

The adopted toll schedule includes passenger toll rates within the range evaluated in the Final EA and enhances the mitigation commitments related to low-income drivers, giving a deeper discount than that committed to in the Final EA. Therefore, the conclusions of the Final EA remain unchanged for low-income drivers.

*Table XX. Mitigation Commitments for Low-Income Drivers in Final EA and Adopted Toll Schedule*

| FINAL EA | ADOPTED TOLL SCHEDULE |
|---|---|
| **Toll Rates Evaluated** | |
| Auto toll rates evaluated:<br>$9 - $23 peak; $7 - $17 off-peak; $5 - $12 overnight | Auto toll rates within the range of the Final EA:<br>$15 peak; $3.75 overnight |
| **Mitigation Commitments** | |
| Tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than $60,000. | Commitment remains, not specific to the adopted toll schedule |
| Information related to the tax credit to be posted on the Project website, with a link to the appropriate location on the NYS DTF website. | Commitment remains, not specific to the adopted toll schedule |
| Elimination of the $10 E-ZPass tag deposit fee for customers without credit card backup. | Commitment remains, not specific to the adopted toll schedule |
| Enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-load balance), refill their accounts with cash at participating retail locations, and discount plans already in place. | Commitment remains, not specific to the adopted toll schedule |
| Outreach and education on eligibility for existing discounted transit fare products and programs. | Commitment remains, not specific to the adopted toll schedule |
| Establishment of an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting prior to Project implementation, to share updated data and analysis and listen to potential concerns. | Commitment remains, not specific to the adopted toll schedule |
| An overnight toll rate that is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD tolling structure, which will benefit low-income drivers traveling during this time. | The adopted toll schedule includes an overnight toll discounted beyond the mitigation commitment:<br>9 PM – 5 AM weekdays, 9 PM – 9 AM weekends<br>25% of peak toll rate, overnight EZP rates as follows:<br>Auto - $3.75<br>Small truck - $6.00<br>Large truck - $9.00 |
| For the first five years of the Project, the final tolling structure to include a discounted toll rate for low-income frequent drivers who have either a Federal adjusted gross income reported on their income tax return for the prior calendar year in the amount of no more than $50,000 or proof of enrollment in a qualifying government-provided income-based program: | Low-Income Discount Plan included as part of the adopted toll schedule, with a discount beyond the mitigation commitment:<br>▪ A 50 percent discount on the peak toll rate after the first 10 trips each month<br>▪ Results in a discounted base auto toll rate of $7.50. |

| | |
|---|---|
| ▪ A 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).<br>▪ Results in a discounted base auto toll rate of $7 - $17, depending on the tolling scenario. | |

## Minority Taxi and FHV Drivers

The EA published in August 2022 identified potential adverse effects to taxi and/or FHV drivers in New York City, whose country-of-origin data indicate largely consist of minority populations, in tolling scenarios that charge their vehicles more than one passenger-vehicle toll per day. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and/or FHVs, which would result in a decrease in revenues that could lead to losses in employment. The Final EA assumed this adverse effect would occur predominantly to a minority population and therefore would be a disproportionately high and adverse effect.

To avoid this potential disproportionate adverse effect, the Project Sponsors committed to a toll structure that would cap tolls for New York City taxis and FHVs at one passenger toll per day. With this mitigation, the Final EA concluded that no disproportionately high and adverse effect would occur to taxi and FHV drivers.

As it relates to general population minority drivers in general who have no reasonable alternative mode for reaching the Manhattan CBD other than private vehicle, the Final EA found that the cost of the new CBD toll on would have the same effect as experienced by the general population. No disproportionate effect would occur.

With the adopted toll schedule, the per-trip toll rate for taxis will be $1.25 and the rate for FHVs will be $2.50. Based on New York City Taxi and Limousine Commission 2023 information on the average number of trips per day for taxis and FHVs (12 trips for taxis and 6 for FHVs), these pre-trip rates are equivalent to the amount of the once-per-day toll for passenger vehicles, which will be $15.00. BPM model results for the adopted toll schedule show that the reduction in VMT for taxis and FHVs in New York City will be equivalent to the range reported in the Final EA for taxis and FHVs in tolling scenarios that limited tolls for taxis and FHVs to once per day.

Therefore, the adopted toll schedule is consistent with the commitments in the Final EA related to taxi and FHV drivers. The conclusions of the Final EA remain unchanged.

*Final EA Table 17-14. Change in Taxi/For-Hire Daily Vehicle-Miles Traveled in New York City vs. No Action Alternative - with Adopted Toll Schedule*

| GEOGRAPHIC AREA | FINAL EA TOLLING SCENARIOS | | | | | | | | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | MODIFIED G | |
| Taxi Toll Policy | All Entries | Once per Day | Exempt | All Entries | Exempt | Once per Day | All Entries | Once per Day | Equivalent to once per day toll for passenger vehicles– $1.25 per trip toll on trips to, within, or from the CBD |
| FHV Toll Policy | | | Up to 3 Times Daily | | Up to 3 Times Daily | | | | Equivalent to once per day toll for passenger vehicles – $2.50 per trip toll on trips to, within, or from the CBD |
| Peak Toll Rate | $9 | $10 | $14 | $19 | $23 | $23 | $12 | $12 | $15 |
| Bronx County | -8,392 (-3.1%) | -5,717 (-2.1%) | -6,426 (-2.4%) | -9,346 (-3.4%) | -3,991 (-1.5%) | -1,959 (-0.7%) | -7,831 (-2.9%) | -1,621 (-0.6%) | +16 (+0.0%) |
| Kings County (Brooklyn) | -33,855 (-9.1%) | -20,648 (-5.5%) | -10,247 (-2.7%) | -37,923 (-10.2%) | -27,854 (-7.5%) | -7,095 (-1.9%) | -39,183 (-10.5%) | -22,971 (-6.2%) | -5,857 (-1.6%) |
| New York County (Manhattan) | -77,843 (-10.9%) | -19,553 (-2.7%) | -51,989 (-7.3%) | -119,349 (-16.7%) | -73,223 (-10.2%) | -17,076 (-2.4%) | -87,944 (-12.3%) | -27,897 (-3.9%) | -25.105 (-4.9%) |
| Inside Manhattan CBD | -21,498 (-6.6%) | +15,020 (+4.6%) | -11,371 (-3.5%) | -54,476 (-16.8%) | -25,621 (-7.9%) | +4,962 (+1.5%) | -27,757 (-8.6%) | +10,203 (+3.1%) | -904 (-0.3%) |
| Outside Manhattan CBD | -56,345 (-14.4%) | -34,573 (-8.8%) | -40,618 (-10.4%) | -64,873 (-16.6%) | -47,602 (-12.2%) | -22,038 (-5.6%) | -60,187 (-15.4%) | -38,100 (-9.7%) | -34,201 (-8.7%) |
| Queens County | -3,873 (-0.4%) | +21,258 (+2.0%) | -10,804 (-1.0%) | -47,911 (-4.4%) | -19,342 (-1.8%) | +4,979 (+0.5%) | -7,812 (-0.7%) | +14,644 (+1.3%) | +5,311 (+0.5%) |
| Richmond County (Staten Island) | -4,884 (-8.6%) | -5,071 (-8.9%) | -4,940 (-8.7%) | -4,539 (-8.0%) | -6,002 (-10.5%) | -4,370 (-7.7%) | -4,917 (-8.6%) | -5,636 (-9.9%) | -4,405 (-7.7%) |
| **NEW YORK CITY TOTAL** | **-128,847 (-5.1%)** | **-29,731 (-1.2%)** | **-84,406 (-3.4%)** | **-219,068 (-8.8%)** | **-130,412 (-5.2%)** | **-25,521 (-1.0%)** | **-147,687 (-5.9%)** | **-43,481 (-1.7%)** | **-40,040 (-1.6%)** |

Notes: Projections include VMT only during fares and do not include cruising without passenger(s), to reflect effects on demand and revenues.
Tolling Scenario Modified G was not included in Final EA Table 17-14, but was discussed in the narrative on the following page, Final EA page 17-54.

The per-trip tolls in the adopted toll schedule would be equivalent to the auto peak rate of $15 (based on 2023 TLC data for average trips per vehicle per day: for taxis the average number of trips with passengers to/from/within the CBD is 12, and for FHVs it is 6).

Yellow shading in the table highlights the Final EA tolling scenarios that limited tolls on taxis and FHVs to one passenger-vehicle toll per day.

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## ANALYSIS AND CONCLUSIONS: LOCAL (NEIGHBORHOOD) EFFECTS RELATED TO TRAFFIC DIVERSIONS

For the Final EA, the Project Sponsors conducted additional analysis of the potential effects of traffic diversions resulting from the CBD Tolling Alternative on environmental justice communities that are already highly burdened by preexisting air pollution and chronic diseases and could see increased traffic. The analysis concluded that in some environmental justice census tracts that have high pre-existing pollutant burdens or chronic disease burdens where the CBD Tolling Alternative would increase traffic, these traffic increases have the potential to increase pollutant burdens and could contribute to chronic disease burdens and therefore could constitute a potential adverse effect on these particularly vulnerable environmental justice populations. The specific census tracts that would experience increased or decreased traffic changed slightly depending on the tolling scenario, but the affected communities remain largely the same. The effects would vary in magnitude depending on the additional volume of traffic and the extent of pre-existing pollutant and chronic disease burdens.

In the Final EA, the Project Sponsors committed to implement mitigation measures related to potential Project-related traffic diversions, related air pollutants, and associated health effects to benefit environmental justice communities that are already highly burdened by pre-existing air pollution and/or chronic diseases, relative to national percentiles. Mitigation measures will include both regional measures, which will reduce truck diversions and reduce emissions, and place-based measures, to reduce emissions and improve air quality and/or health outcomes in areas with the greatest pre-existing burdens that would also be affected by Project-related diversions.[1] To fund these mitigation measures the Project Sponsors have committed $155 million over 5 years. The regional and place-based mitigation measures are summarized in Final EA Table 17-16. The Project Sponsors committed to these measures, regardless of the tolling structure eventually adopted. An adaptive management approach will be used which will include monitoring the efficacy of mitigation, stakeholder consultation, and adjustments as warranted. An additional $5 million has been allocated for mitigation and enhancement measures related to monitoring across other topics, along with $47.5 million for the low-income toll discount to be implemented.

The analysis of potential effects related to traffic diversions on highly burdened environmental justice communities evaluated whether non-truck traffic proximity and truck traffic proximity could increase as a result of the Project in each census tract within the local study area. The analysis also evaluated whether truck traffic proximity could decrease. As defined in the Final EA Appendix 17D, Section 17D.4 (page 17D-14), these are measures of the amount of daily highway traffic near the population center within each census tract. Highway truck traffic proximity was a particular focus, because diesel emissions have a higher

[1] See Final EA, Appendix 17D, Section 17D-7.2.2 on page 17D-77 for a discussion of place-based mitigation measures.

level of particulate matter, which is associated with adverse health outcomes, and because Project-related diversions would mainly occur on highways.[2]

Census tracts are, as defined by the U.S. Census Bureau, statistical subdivisions of a county or statistically equivalent entity. Communities contain multiple census tracts. As described in Final EA Appendix 17D, communities are defined as either municipalities (outside New York City) or neighborhoods (within New York City).[3] Within the five New York City counties, these neighborhoods were identified using the United Hospital Fund (UHF) neighborhood definitions—a geography designed for health research.[4] Environmental justice census tracts are census tracts where a greater proportion of the population is minority and/or low-income, as identified using the methodology described in Final EA Chapter 17, Section 17.5.1 (page 17-8).

Environmental justice census tracts where individuals experience at least one pre-existing pollutant burden or at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and where truck proximity could increase as a result of the Project, were identified as "90 or 90" census tracts. Environmental justice census tracts where individuals experience at least one pre-existing pollutant burden and at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and where truck proximity could increase as a result of the Project were identified as "90 and 90" census tracts.[5]

As noted in Final EA, Appendix 17D, Section 17D-6.1.2, truck diversions would occur in every tolling scenario, but Tolling Scenario E had the maximum predicted truck diversions by volume for all census tracts in the 10-county environmental justice study area.[6] For this reason, the Project Sponsors presented potential truck-traffic proximity under Tolling Scenario E in the Final EA. The Project Sponsors also presented potential non-truck traffic proximity under Tolling Scenario E, as well as Tolling Scenario G; as noted in Section 17D-6.1.5, modeled traffic results from the BPM indicated that Tolling Scenario G was the scenario with the largest potential increases in non-truck traffic across the environmental justice-designated census tracts in the 10-county environmental justice study area.[7]

Any community with one or more environmental-justice-designated census tract meeting the "90 or 90" or "90 and 90" criteria was identified in the Final EA as a community that is already overburdened by pre-existing air pollution and chronic diseases. The Project Sponsors committed to a package of regional (for "90 or 90" communities) and place-based (for "90 and 90" communities) measures to mitigate potential adverse effects on environmental justice populations.

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2 See Final EA, Appendix 17D, Section 17D-6.1.1 on page 17D-43 and 17D-6.1.3 on page 17D-44 for an explanation of how truck traffic proximity is calculated.

3 See Final EA Appendix 17D, Section 17D-6.1.4, p. 17D-50.

4 See Final EA, Appendix 17D, Section 17D-5.5.2, page 17D-29, Footnote 68 for more information on UHF neighborhoods.

5 Note that, by these definitions from the Final EA, "90 and 90" census tracts are also "90 or 90" census tracts; the former is a subset of the latter.

6 Final EA Appendix 17D, page. 17D-43.

7 Final EA Appendix 17D, page 17D-60.

The same methodology described in Appendix 17D, "Technical Memorandum: Considerations for Environmental Justice Communities with Existing Pollution or Health Burdens," was used to evaluate the adopted toll schedule for potential effects and identify the relevant "90 or 90" and "90 and 90" communities. The overall findings for the adopted toll schedule were as follows:

- Potential Project Diversion Effects - More balanced potential diversion effects when comparing environmental-justice-designated and non-environmental-justice-designated census tracts (as illustrated in Table 17D-11 with the adopted toll schedule added below). As shown in the table, for the 434 census tracts in the 10-county environmental justice study area that are within 300 meters of a highway, the Final EA predicted that 50 percent of the environmental justice-designated census tracts and 41 percent of the non-environmental justice-designated census tracts would have an increase in truck traffic proximity (a total of 205 tracts). Table 17D-11 also shows that 18 percent of environmental justice-designated census tracts and 19 percent of the non-environmental justice-designated census tracts would have a decrease in truck traffic proximity (a total of 79 tracts). For the adopted toll schedule, the number of census tracts affected by an increase in truck traffic proximity would be slightly higher (209 tracts), but the results would be more evenly distributed between non-environmental justice-designated tracts (47 percent) and environmental justice-designated tracts (49 percent) and the number of affected environmental justice-designated tracts would be lower than with the Final EA (151 rather than 154). The number of census tracts having a decrease in truck traffic proximity would be slightly lower (74 tracts); a greater number of environmental justice-designated census tracts would have a decrease (59 tracts rather than 56 tracts), and a smaller number of non-environmental justice-designated tracts would have a decrease (15 tracts rather than 23 tracts).
- Intensity of Potential Truck-Traffic Increases - Lower intensities of truck-traffic proximity increases in "90 and 90" and "90 or 90" environmental justice-designated census tracts. This is illustrated in Table X.1, which provides the minimum, average, and maximum increase in truck-traffic proximity for the "90 and 90" and "90 or 90" environmental justice-designated census tracts for Final EA Tolling Scenario E and the adopted toll schedule. As described in Final EA Appendix 17D, "the change in truck traffic proximity for each environmental justice census tract is equal to the difference between truck AADT on freeways and interstates in the CBD Tolling Alternative and the No Build Alternative, as forecasted in the BPM, within 300 meters (approximately 1,000 feet) of the population-weighted census tract centroid, divided by distance in meters."[8] For both types of environmental justice-designated census tracts, the average increase and maximum increase in truck-traffic proximity that would occur with the adopted toll schedule would be smaller than with Final EA Tolling Scenario E.
- Location of Tracts and Communities with Potential Truck Traffic Effects - Small differences in the tracts and communities where potential truck diversion effects would occur from those described in the Final EA, as illustrated in Table X.2 and subsequent tables.

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[8] See Final EA, Appendix 17D, Section 17D-6.1.1, page 17D-43. For further description of traffic proximity in US EPA's EJScreen, calculation methods, and how to interpret the measure, see Final EA, Appendix 17D, Section 17D-4, pp. 17D-14 and 17D-15, Section 17D-6.1.1, p. 17D-43, Sections 17D-6.1.3 and 17D-6.1.4, p. 17D-44.

- No new "90 and 90" communities identified for place-based mitigation (as illustrated in Table 17D-17 with the adopted toll schedule added, below)
- One new "90 and 90" tract within the already identified High Bridge–Morrisania, Bronx County community identified for place-based mitigation (included in Table 17D-17 and in an updated version of Final EA Figure 17D-18 reflecting the adopted toll schedule)
- One less "90 or 90" community identified for regional mitigation (Ridgewood–Forest Hills, Queens County, removed from Table 17D-15 with the adopted toll schedule added, below)
- Three new "90 or 90" communities identified with potential truck traffic proximity decreases (Bayside—Little Neck and Long Island City—Astoria, Queens County; Belleville, Essex County; added to Table 17D-14 with the adopted toll schedule added, below), and one community identified for potential truck traffic proximity decreases under Scenario E but not under the adopted toll structure (Downtown—Heights—Slope/Park Slope, Kings County; removed from Table 17D-14).
- Three new "90 or 90" tracts with potential truck traffic proximity decreases in communities already identified with potential truck traffic proximity decreases (included in Table 17D-14 below)
- Three new tracts in "90 or 90" communities with potential truck traffic proximity increases of a low intensity (as illustrated in Table X.1 and X.3 below and included in Table 17D-15), which would benefit from the regional mitigation measures of expanding the NYC Clean Trucks and NYCDOT Off-Hours Delivery Programs. Note that these three new "90 or 90" tracts include the new "90 and 90" tract in High Bridge–Morrisania
- In the Final EA, Tables 17D-14, 17D-15, and 17D-17 depicted the baseline numbers of trucks traveling through or adjacent to these communities by including estimates of pre-existing truck average annual daily traffic volumes (AADT) on some highways, as examples, under the No Action Alternative. The tables also described the potential change in truck volumes under Tolling Scenario E, and the percentage change of the AADT. The versions of those tables below (with the adopted toll schedule added) present these truck-volume data as well.[9]

- Intensity of Potential Non-Truck-Traffic Increases - Non-truck traffic increases would be of a lower intensity, as illustrated in Table X.4, which provides the minimum, average, and maximum increase in truck-traffic proximity for environmental justice-designated census tracts for Final EA Tolling Scenarios E and G, as well as the adopted toll schedule. As described in Final EA Appendix 17D, non-truck traffic proximity uses the same calculation method used for truck-traffic proximity.[10] The average and

[9] As noted in the Final EA, Appendix 17D, Section 17D-6.1.4., in some cases, nearby roadways will show decreases in truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases (footnote 102, p. 17D-50).

[10] Section 17D-6.1.5, p. 17D-56.

maximum non-truck-traffic proximity increases that would occur with the adopted toll schedule are all smaller than with the Final EA Tolling Scenario E or G.

- Location of Tracts and Communities with Potential Non-Truck Traffic Effects - Small differences in the tracts and communities where potential non-truck diversion effects would occur, without potential truck effects, from those described in the Final EA, as illustrated in Tables 17D-12 and 17D-13 with the adopted toll schedule added below.
  - No new communities with potential non-truck traffic increases but without truck-traffic increases.
  - Four new tracts in overburdened communities with potential non-truck traffic increases, without truck-traffic proximity increases which did not appear under Tolling Scenarios E or G as illustrated in Table X.5. Two of these four tracts had potential increases in non-truck traffic under Tolling Scenarios E and G but also had increase in truck-traffic proximity. Under the adopted toll schedule, these tracts do not have potential truck-traffic proximity increases, and so appear as having potential non-truck effects.
  - In the Final EA, Tables 17D-12 and 17D-13 provide data about some of the adjacent roadways where non-truck volume decreases could occur, including estimates of average annual daily non-truck AADT on highways under the No Action Alternative, modeled changes in non-truck AADT with CBDTP, and the percentage that this change would represent from the No Action Alternative. Table 17D-12&13 (presented below with the adopted toll schedule added), present these AADT data as well.[11]

[11] As noted in the Final EA, Appendix 17D, Tables 17D-12 and 17D-13, and similar to tables describing truck traffic proximity increases, in some cases, nearby roadways will show decreases in non-truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases.

*Final EA Table 17D-11. Summary of Project Effects on Truck Traffic Proximity (Tolling Scenario E), With the Adopted Toll Schedule*

| TYPE OF HIGHWAY TRUCK TRAFFIC PROXIMITY CHANGES RESULTING FROM THE PROJECT | NUMBER OF TRACTS WITH PRE-EXISTING AIR POLLUTANT OR CHRONIC DISEASE BURDENS WITHIN 300 METERS OF A HIGHWAY | | | | | | % OF COMMUNITY TYPE AFFECTED | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | | FINAL EA SCENARIO E | | ADOPTED TOLL SCHEDULE | |
| | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS | TOTAL TRACTS | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS | TOTAL TRACTS | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS |
| Tracts with Decrease in Truck Traffic Proximity | 23 | 56 | 79 | 15 | 59 | 74 | 19% | 18% | 12% | 19% |
| Tracts with No Change in Truck Traffic Proximity | 49 | 101 | 150 | 50 | 101 | 151 | 40% | 32% | 41% | 32% |
| Tracts with Increase in Truck Traffic Proximity | 51 | 154 | 205 | 58 | 151 | 209 | 41% | 50% | 47% | 49% |
| Total Tracts | 123 | 311 | 434 | 123 | 311 | 434 | 100% | 100% | 100% | 100% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

*Table X.1 Range of Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts, Final EA and Adopted Toll Schedule*

| TOPIC | LOCATION | DATA SHOWN IN TABLE | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|
| Increases in truck traffic proximity, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases | 90 AND 90 Environmental Justice-Designated Census Tracts (Place-Based) | Minimum Increase | 0.21 | 0.13 |
| | | Average Increase | 6.80 | 4.85 |
| | | Maximum Increase | 122.71 | 72.13 |
| | | Minimum Increase | 0.01 | 0.02 |
| | | Average Increase | 7.50 | 4.99 |

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| | | | | |
|---|---|---|---|---|
| | 90 OR 90 Environmental Justice-Designated Census Tracts (Regional) | Maximum Increase | 122.71 | 72.13 |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

*Table X.2 Summary of Environmental Justice Tracts and Communities That May Need Mitigation (Tolling Scenario E), with the Adopted Toll Schedule*

| TOPIC | LOCATION | DATA SHOWN IN TABLE | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|
| Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases | **90 AND 90 (Place-Based)** | **Total Communities** | **13*** | **13*** |
| | | **Total Tracts** (Black indicates new tracts in already-identified communities, grey in parentheses are tracts that were removed compared to the Final EA) | **56** | **57**<br>1 additional tract in High Bridge-Morrisania, Bronx, NY |
| | | **Communities Added (Relative to Final EA Tolling Scenario E)** | -- | none |
| | | **Communities Removed (Relative to Final EA Tolling Scenario E)** | -- | none |
| Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases | **90 OR 90 (Regional)** | **Total Communities** | **38** | **37** |
| | | **Total Tracts** (Black indicates new tracts in already-identified communities, grey in parentheses are tracts that were removed compared to the Final EA) | **154** | **151**<br>1 additional tract in High Bridge-Morrisania, Bronx, NY (same as "90 AND 90" tract above)<br>1 additional tract in Downtown Brooklyn-Fort Greene / Downtown–Heights–Slope, Kings, NY<br>1 additional tract in Southwest Queens, Queens, NY<br>(1 less tract in Bayside-Little Neck, Queens, NY)<br>(1 less tract in Flushing-Clearview, Queens, NY)<br>(1 less tract in Long Island City-Astoria, Queens, NY)<br>(1 less tract in Ridgewood-Forest Hills, Queens) |

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| | | | | |
|---|---|---|---|---|
| | | | | (1 less tract in Southeast Queens, Queens, NY)<br>(1 less tract in Newark, Essex, NJ) |
| | | **Communities Added (Relative to Final EA Tolling Scenario E)** | -- | none |
| | | **Communities Removed (Relative to Final EA Tolling Scenario E)** | -- | 1<br>(Ridgewood-Forest Hills, Queens, NY is removed) |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

This table summarizes results analogous to those found in Final EA Tables 17D-15 and 17D-17 in Appendix 17D. Detailed versions of those tables with the adopted toll schedule added are provided later in this section of the reevaluation.

* Final EA Table 17D-17 for Tolling Scenario E grouped the 13 identified communities into 11 table rows: High Bridge – Morrisania was grouped with "Crotona–Tremont" in one line because tracts in both communities would have potential effects from truck traffic on the Cross Bronx Expressway. Hunts Point–Mott Haven and Pelham–Throgs Neck were also grouped in one line because tracts in both communities would have potential effects from truck traffic on the Bruckner Expressway. City of Orange, East Orange, and Newark were also grouped in one line because tracts in these three communities would have potential effects from truck traffic on I-280. Finally, Table 17D-17 did not show Tract 3009 in North Hempstead, Nassau County. As noted, "[p]otential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract."

*Table X.3 Change in Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts That Would Have Increases Under the Adopted Toll Schedule But Decreases in Final EA Tolling Scenario E*

| LOCATION | TRUCK TRAFFIC PROXIMITY CHANGE | | HIGHWAY | DAILY TRUCK VOLUME | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | ADOPTED TOLL SCHEDULE | |
| | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | Change (AADT) | Change (%) | Change (AADT) | Change (%) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Tract 189, Bronx, NY (High Bridge–Morrisania, 90 AND 90) | -0.41 | 0.94 | Major Deegan Expwy | 14,106 | 128* | 1%* | 240 | 2% |
| Tract 143, Kings, NY (Downtown–Heights–Slope / Park Slope, 90 OR 90) | -0.60 | 0.69 | Prospect Expwy | 4,509 | -12 | -0.3% | 43 | 1% |
| Tract 814, Queens, NY (Southwest Queens, 90 OR 90) | -0.40 | 1.05 | Van Wyck Expwy | 4,272 | -126 | -3% | 13 | 0.3% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

* Under Tolling Scenario E, truck traffic proximity would decrease in this census tract even though AADT would increase, because the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could decrease.

*Table X.4. Range of Non-Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts Where Truck Traffic Proximity Would Not Also Increase*

| TOPIC | LOCATION | DATA SHOWN IN TABLE | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|
| Increases in non-truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases, but where truck traffic would not also increase | 80 OR 66.66 Environmental Justice Designated Census Tracts | Minimum | 0.31 | 0.03 | 0.08 |
| | | Average | 22.69 | 26.37 | 12.69 |
| | | Maximum | 216.02 | 316.77 | 159.61 |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

*Table X.5. Change in Non-Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts Without Truck-Traffic Proximity Increases Under the Adopted Toll Schedule, and which Did Not Appear Under Tolling Scenarios E and G*

| LOCATION | NON-TRUCK TRAFFIC PROXIMITY CHANGE | | | HIGHWAY | NON-TRUCK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SCENARIO E | | SCENARIO G | | ADOPTED TOLL SCHEDULE | |
| | SCENARIO E | SCENARIO G | ADOPTED TOLL SCHEDULE | | CHANGE (AADT) | CHANGE (%) | CHANGE (AADT) | CHANGE (%) | CHANGE (AADT) | CHANGE (%) |
| Tract 334, Bronx County, NY (Fordham–Bronx Park)* | -6.75 | -4.57 | 0.34 | Bronx River Pkwy | -334 | -0.3% | -102 | -0.1% | -19 | -0.02% |
| Tract 68, Bronx County, NY (Pelham–Throgs Neck) | -1.43 | -0.02 | 0.08 | Bronx River Pkwy | -168 | -0.3% | -8 | 0.0% | 12 | 0.02% |
| Tract 1571.02, Queens County, NY (Southeast Queens)** | 9.43 | 12.32 | 11.28 | Cross Island Pkwy | 463 | 0.4% | 714 | 0.6% | 802 | 0.7% |
| Tract 96, Essex County, NJ (Newark)*** | 2.08 | 1.80 | 3.30 | McCarter Hwy (NJ Rt 21) | 470 | 1% | 404 | 1% | 779 | 2% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

* Closer examination indicates that this tract is predicted to have an increase in non-truck traffic proximity under Scenario E and the adopted toll structure; though the portion of the Bronx River Pkwy passing through the tract is predicted to see a net decrease in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase

** Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), as well as under Tolling Scenario G, Census Tract 1571.02, Queens County shows a potential non-truck traffic proximity increase, but it also shows a potential truck traffic proximity increase due to an increase of less than 1 truck per day on a Cross Island Parkway service road. Because of this small, potential truck traffic proximity increase, this tract was included in Table 17D-15 along with other tracts showing potential truck-traffic proximity increases under Tolling Scenario E. Under the adopted toll schedule, the potential increase in truck traffic proximity is zero, which is why Census Tract 1571.02, Queens County appears in this table

*** Under Tolling Scenarios E and G, Census Tract 96, Essex County, has potential increases in both truck and non-truck traffic proximity. Thus, the tract did not appear in Final EA Tables 17D-12 and 17D-13. Under the adopted toll schedule, the tract has potential truck-traffic proximity decreases, which is why it appears in this table

*Final EA Table 17D-12 & 17D-13. Environmental Justice Tracts and Communities That Could Experience Non-Truck Traffic Proximity Increases without Truck Traffic Proximity Increases under the Adopted Toll Schedule with Scenarios E & G*

This table shows the number of environmental justice-designated tracts in each community with at least one pre-existing pollutant (80th percentile) or chronic disease burden (66.66th percentile). Blue shading behind the numbers of tracts under Tolling Scenarios E and G indicates that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under Tolling Scenario E (Final EA Table 17D-10). For the adopted toll schedule, blue shading also appears behind the number of tracts to indicate that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under the adopted toll schedule.

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE) | | | HIGHWAY | FINAL EA SCENARIO E | | | FINAL EA SCENARIO G | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE | | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) |
| Bronx, NY | Fordham–Bronx Park | 3 | 8 | 8 | Bronx River Pkwy | 95,415 | -17 | -0.02% | 95,415 | 301 | 0.3% | 105,451 | 10 | 0.01% |
| | | | | | Mosholu Pkwy | 49,364 | 183 | 0.4% | 49,364 | 291 | 1% | 49,364 | 393 | 1% |
| | Kingsbridge–Riverdale** | 1 | 2 | 1 | Bronx River Pkwy | 88,312 | 158 | 0.2% | 88,312 | 502 | 1% | 88,312 | 355 | 0.4% |
| | | | | | Henry Hudson Pkwy | 52,188 | -2,013 | -4% | 52,188 | -1,338 | -3% | 52,188 | -1,226 | -2% |
| | | | | | Major Deegan Expwy | 137,804 | -2,620 | -2% | 137,804 | -1,650 | -1% | 138,304 | -2,256 | -2% |
| | | | | | Mosholu Pkwy | 70,125 | -631 | -1% | 70,125 | -125 | -0.2% | 70,125 | -210 | -0.3% |
| | Northeast Bronx*** | 5 | 4 | 5 | Bronx River Pkwy | 88,312 | 158 | 0.2% | 88,312 | 502 | 1% | 88,312 | 355 | 0.4% |
| | | | | | Hutchinson River Pkwy | 139,000 | -132 | -0.1% | Community does not have tracts with potential traffic increases adjacent to Hutchinson River Pkwy | | | 139,000 | 90 | 0.1% |
| | | | | | New England Thruway | 114,329 | -2,330 | -2% | Community does not have tracts with potential traffic increases adjacent to New England Thruway | | | 114,329 | -1,963 | -2% |
| | Pelham–Throgs Neck | | 5 | 1 | Bronx River Pkwy | Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy | | | Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy | | | 51,051 | 12 | 0.02% |
| | | | | | Cross Bronx Expwy Ext | All tracts with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also have truck-traffic proximity increases and are included in Table 17D-15 | | | 67,348 | 2,945 | 4% | Tract with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also has truck traffic increases, and is included in Table 17D-15 | | |
| Kings, NY | Bensonhurst–Bay Ridge | | 7 | 5 | Belt Pkwy | All tracts with non-truck traffic increases also have truck-traffic proximity increases and are included in Table 17D-15 | | | 102,954 | 215 | 0.2% | 108,802 | 1,155 | 1% |
| | | | | | Brooklyn Queens Expwy | | | | 53,564 | 2,128 | 4% | 41,286 | 1,472 | 4% |
| | Canarsie–Flatlands | | 2 | 2 | Belt Pkwy | Community does not have tracts with potential traffic increases adjacent to Belt Pkwy | | | 126,307 | 432 | 0.3% | 126,307 | 756 | 1% |
| | Coney Island–Sheepshead Bay | | 7 | 7 | Belt Pkwy | Community does not have tracts with potential traffic increases adjacent to Belt Pkwy | | | 118,945 | 930 | 1% | 118,945 | 1,124 | 1% |
| | East New York | 1 | 1 | 1 | Jackie Robinson Pkwy | 87,492 | 1,440 | 2% | 87,492 | 538 | 1% | 87,492 | 1,382 | 2% |
| New York, NY | Central Harlem–Morningside Heights† | | 3 | 1 | Harlem River Dr | Community does not have tracts with potential traffic increases adjacent to Harlem River Dr | | | 122,662 | 1,037 | 1% | 120,876 | -315 | -0.3% |
| | Lower Manhattan | 1 | 1 | 1 | FDR Dr | 44,052 | 5,755 | 13% | 44,052 | 3,137 | 7% | 44,052 | 1,364 | 3% |
| | Union Square–Lower East Side (Lower East Side) | 4 | 4 | 4 | FDR Dr | 107,507 | 7,672 | 7% | 107,507 | 8,150 | 8% | 107,507 | 7,609 | 7% |

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE) | | | HIGHWAY | FINAL EA SCENARIO E | | | FINAL EA SCENARIO G | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE | | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) |
| Queens, NY | Flushing–Clearview | 1 | 2 | 2 | Cross Island Pkwy | 110,139 | 295 | 0.3% | 110,139 | 282 | 0.3% | 110,139 | 597 | 1% |
| | | | | | Whitestone Expwy | Tract with non-truck traffic increases adjacent to Whitestone Expwy also has truck-traffic increases and is included in Table 17D-15 | | | 163,532 | 1,054 | 1% | 163,532 | 115 | 0.07% |
| | Jamaica†† | 1 | 2 | 1 | Belt Pkwy | 155,884 | -617 | -0.4% | 155,884 | -165 | -0.1% | Community does not have tracts with potential traffic increases adjacent to Belt Pkwy | | |
| | | | | | JFK Expwy | 34,513 | 7 | 0.02% | 34,513 | -262 | -1% | Community does not have tracts with potential traffic increases adjacent to JFK Expwy | | |
| | | | | | Nassau Expwy | 66,009 | -1,023 | -2% | 66,009 | -977 | -1% | Community does not have tracts with potential traffic increases adjacent to Nassau Expwy | | |
| | | | | | Van Wyck Expwy | 159,528 | -138 | -0.09% | 159,528 | 751 | 0.5% | 159,528 | 122 | 0.08% |
| | Ridgewood–Forest Hills | 2 | 2 | 2 | Jackie Robinson Pkwy | 117,227 | 553 | 0.5% | 117,227 | 512 | 0.4% | 117,227 | 651 | 1% |
| | Southeast Queens | 2 | 3 | 4 | Belt Pkwy | 157,617 | 53 | 0.03% | 157,617 | 583 | 0.4% | 157,617 | 321 | 0.2% |
| | | | | | Cross Island Pkwy | 136,974 | -41 | -0.03% | 136,974 | 526 | 0.4% | 125,701 | 544 | 0.4% |
| | | | | | Hook Creek Blvd | 3,356 | 26 | 0.8% | 3,356 | -19 | -1% | 3,356 | -73 | -2% |
| | Southwest Queens | 1 | 3 | 2 | Belt Pkwy | 167,960 | -1,855 | -1% | 167,960 | 841 | 1% | 167,960 | 952 | 1% |
| | | | | | Nassau Expwy | Community does not have tracts with potential traffic increases adjacent to Nassau Expwy | | | 32,379 | -910 | -3% | 32,379 | -631 | -2% |
| | | | | | Van Wyck Expwy | 132,116 | 534 | 0.4% | 132,116 | -535 | -0.4% | Tract with non-truck traffic increases adjacent to Van Wyck Expwy also has truck traffic increases, and is included in Table 17D-15 | | |
| | West Queens | 1 | 3 | 3 | Grand Central Pkwy | Community does not have tracts with potential traffic increases adjacent to Grand Central Pkwy | | | 109,447 | 859 | 1% | 109,447 | 280 | 0.3% |
| | | | | | Long Island Expwy | 184,144 | 1,108 | 0.6% | Community does not have tracts with potential traffic increases adjacent to Long Island Expwy | | | Community does not have tracts with potential traffic increases adjacent to Long Island Expwy | | |
| Bergen, NJ | Fort Lee | | 2 | 1 | I-95 | All tracts with non-truck traffic increases adjacent to I-95 also have truck-traffic proximity increases and are included in Table 17D-15 | | | 136,411 | 9,431 | 7% | 122,339 | 5,770 | 5% |
| | | | | | Palisades Interstate Pkwy | Community does not have tracts with potential traffic increases adjacent to Palisades Interstate Pkwy | | | 64,897 | 1,616 | 2% | 64,897 | 1,068 | 2% |
| | | | | | N Bergen Blvd (US-46) | All tracts with non-truck traffic increases adjacent to N Bergen Blvd (US-46) also have truck-traffic proximity increases and are included in Table 17D-15 | | | 46,580 | 3,170 | 7% | Community does not have tracts with potential traffic increases adjacent to N Bergen Blvd (US-46) | | |
| Essex, NJ | Belleville††† | 1 | | 1 | McCarter Hwy (NJ Rt 21) | 45,515 | 525 | 1% | 45,515 | 479 | 1% | 45,515 | 821 | 2% |
| | East Orange | 3 | 3 | 3 | Garden State Pkwy | 108,539 | 1,296 | 1% | 108,539 | 1,252 | 1% | 108,539 | 1,392 | 1% |
| | | | | | I-280 | 95,485 | -1,958 | -2% | 95,485 | -1,934 | -2% | 95,485 | -1,702 | -2% |
| | Irvington | 6 | 6 | 6 | Garden State Pkwy | 121,204 | 1,475 | 1% | 121,204 | 1,128 | 1% | 121,204 | 1,363 | 1% |
| | Newark | 1 | 1 | 2 | Garden State Pkwy | 128,342 | 1,279 | 1% | 128,342 | 1,126 | 1% | 128,342 | 1,398 | 1% |

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE) | | | HIGHWAY | FINAL EA SCENARIO E | | | FINAL EA SCENARIO G | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE | | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) |
| | | | | | McCarter Hwy (NJ Rt 21) | Tract with non-truck traffic increases adjacent to McCarter Hwy (NJ Rt 21) also has truck-traffic proximity increases and is included in Table 17D-15 | | | 42,369 | 404 | 1% | 42,369 | 779 | 2% |
| Union, NJ | Elizabeth§ | 2 | 3 | 3 | I-95 | 115,637 | -1,415 | -1% | 115,637 | -379 | -0.3% | 115,637 | -628 | -1% |
| Nassau, NY | Hempstead | 1 | 2 | 2 | Cross Island Pkwy | 141,039 | -227 | -0.2% | 141,039 | 149 | 0.1% | 141,039 | 234 | 0.2% |
| | | | | | Nassau Expwy | 64,528 | 117 | 0.2% | 64,528 | 6 | 0.01% | 64,528 | 385 | 1% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results not shown for the following communities because no tracts appeared in these communities with potential non-truck traffic increases but without potential truck-traffic increases under the adopted toll schedule: Crotona–Tremont, Bronx County; High Bridge–Morrisania, Bronx County; Sunset Park, Kings County; Downtown–Heights–Slope, Kings County; Washington Heights–Inwood, New York County; Bayside–Little Neck, Queens County; Port Richmond, Richmond County; Hackensack, Bergen County; Palisades Park, Bergen County; Ridgefield, Bergen County; and Jersey City, Hudson County.

* In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll schedule. In these cases, the "No Action" AADT will differ because the section of the highway analyzed differs.

** Under Tolling Scenarios E and G, (as noted on Final EA Tables 17D-12 and 17D-13) as well as the adopted toll schedule, Census Tract 435, Bronx County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.

*** Under Tolling Scenario E (as noted on Final EA Table 17D-12) and the adopted toll schedule, Census Tract 302, Bronx County is predicted to have an increase in non-truck traffic proximity under Tolling Scenario E and the adopted toll schedule; though highways adjacent to the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.

† Under the adopted toll schedule, Census Tract 243.02, New York County, could see in increase in non-truck traffic proximity, even though AADT is predicted to decrease. Though the highway adjacent to the tract is predicted to see decreases in non-truck traffic, the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could increase.

†† Under Tolling Scenarios E and G (as noted in Final EA Tables 17D-12 and 17D-13), Census Tract 306, Queens County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.

††† As noted in Final EA Table 17D-12, under Tolling Scenario E, Tract 144, Essex County has a small potential increase in truck traffic that produces a potential truck-traffic proximity change of less than one truck per meter distance.

§ Under Scenarios E & G (as noted in Final EA Tables 17D-12 and 17D-13) as well as under the adopted toll schedule, non-truck traffic proximity is predicted to increase in these census tracts, even though AADT is predicted to see a net decrease; the centers of population in each of the three tracts are closer to portions of the highway where modeling indicates non-truck traffic proximity could increase.

Final EA Table 17D-14. Environmental Justice Tracts and Communities That Could Experience Truck Traffic Proximity Decreases (Tolling Scenario E), With the Adopted Toll Schedule ("90 or 90" Tracts and Communities)

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) |
| Bronx, NY | Crotona–Tremont | 5 | 5 | Major Deegan Expwy | 15,042 | -643 | -4% | 15,042 | -372 | -2% |
| | Fordham–Bronx Park | 1 | 1 | Major Deegan Expwy | 15,024 | -686 | -5% | 15,024 | -414 | -3% |
| | High Bridge–Morrisania | 3 | 2 | Major Deegan Expwy | 11,872 | -165 | -1% | 11,803 | -195 | -2% |
| | Hunts Point–Mott Haven** | 1 | 1 | Bruckner Expwy | 5,624 | 277 | 5% | 5,624 | 263 | 5% |
| | Kingsbridge–Riverdale | 7 | 7 | Major Deegan Expwy | 14,679 | -595 | -4% | 14,679 | -331 | -2% |
| Kings, NY | Borough Park*** | 1 | 1 | Ocean Pkwy | 5,689 | -11 | -0.2% | 5,689 | 64 | 1% |
| New York, NY | Chelsea–Clinton | 1 | 1 | Lincoln Tunnel | 2,069 | -155 | -7% | 2,069 | -273 | -13% |
| Queens, NY | Bayside–Little Neck | | 1 | Long Island Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Long Island Expwy | | | 18,049 | -2 | -0.01% |
| | Flushing–Clearview† | 2 | 3 | Long Island Expwy | 11,340 | -290 | -3% | 11,340 | -371 | -3% |
| | | | | Whitestone Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Whitestone Expwy | | | 7,929 | 174 | 2% |
| | Fresh Meadows | 2 | 2 | Long Island Expwy | 11,542 | -283 | -2% | 11,542 | -357 | -3% |
| | Jamaica | 2 | 2 | Van Wyck Expwy | 7,487 | -104 | -1% | 7,487 | -60 | -1% |
| | Long Island City–Astoria | | 1 | Brooklyn Queens Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Brooklyn Queens Expwy | | | 9,634 | 1,293 | 13% |

Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) |
| | | | | Long Island Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Long Island Expwy | | | 3,115 | -157 | -5% |
| | Ridgewood–Forest Hills | 5 | 6 | Long Island Expwy | 12,250 | -153 | -1% | 12,250 | -339 | -3% |
| | Southwest Queens | 2 | 1 | Van Wyck Expwy | 5,039 | -102 | -2% | 7,049 | -132 | -2% |
| | West Queens | 6 | 6 | Brooklyn Queens Expwy East | 2,303 | -64 | -3% | 2,303 | -28 | -1% |
| | | | | Long Island Expwy | 12,443 | -170 | -1% | 12,443 | -338 | -3% |
| Essex, NJ | Belleville | | 1 | McCarter Hwy (NJ Rt 21) | Community does not have tracts with potential truck-traffic decreases adjacent to McCarter Hwy | | | 5,499 | -4 | -0.1% |
| | Newark | 9 | 10 | I-78 | 13,535 | -547 | -4% | 13,535 | -425 | -3% |
| | | | | I-95 | 12,573 | -124 | -1% | 12,573 | -25 | -0.2% |
| | | | | McCarter Hwy | 5,154 | -23 | -0.4% | 5,168 | -16 | -0.3% |
| | | | | US 1-9 | 7,274 | -30 | -0.4% | 7,274 | -74 | -1% |
| | | | | US 22 | 5,018 | -24 | -0.5% | 5,018 | -31 | -1% |
| Hudson, NJ | Jersey City | 2 | 2 | I-78 | 1,538 | -580 | -38% | 1,538 | -361 | -23% |
| | | | | Pulaski Skwy | 4,622 | -142 | -3% | 4,622 | -5 | -0.1% |
| | Union City | 3 | 3 | NJ 495 | 7,813 | -703 | -9% | 7,813 | -863 | -11% |
| Union, NJ | Union | 2 | 2 | I-78 | 8,569 | -310 | -4% | 8,569 | -239 | -3% |
| | | | | US 22 | 4,289 | -1 | -0.03% | 4,289 | -3 | -0.1% |

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) |
| Nassau, NY | Hempstead | 1 | 1 | Nassau Expwy | 1,708 | -2 | -0.1% | 1,708 | -1 | -0.1% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results are not shown for Downtown–Heights–Slope (Park Slope) because no tracts with potential truck-traffic proximity decreases appeared in this community under the adopted toll schedule.

* In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll schedule. In these cases, the "No Action" AADT will differ because the section of the highway analyzed differs.

** Under Tolling Scenario E (as noted in Final EA Table 17D-14) as well as the adopted toll schedule, truck traffic proximity is predicted to decrease in Census Tract 27.02, Bronx County, even though AADT on this highway shows a net increase. The center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

*** Under the adopted toll schedule, Truck traffic proximity decreases in Census Tract 494, Kings County, even though AADT on this highway shows a net increase. Though the highway adjacent to the tract is predicted to see increases in truck traffic, the center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

† Under the adopted toll schedule, Truck traffic proximity decreases in Census Tract 889.01, Queens County, even though AADT on the Whitestone Expwy shows a net increase. The center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

*Final EA Table 17D-15. Environmental Justice Tracts and Communities That May Need Mitigation (Tolling Scenario E), With the Adopted Toll Schedule ("90 or 90" Tracts and Communities)*

| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| Bronx, NY | Crotona–Tremont | 16 | 16 | Cross Bronx Expwy | 21,819 | 168 | 1% | 21,819 | 237 | 1% |
| | High Bridge–orrisania | 4 | 5 | Cross Bronx Expwy | 21,819 | 168 | 1% | 21,819 | 237 | 1% |
| | | | | Major Deegan Expwy | Community does not have tracts with potential truck-traffic increases adjacent to Major Deegan Expwy | | | 14,106 | 240 | 2% |
| | Hunts Point–Mott Haven | 11 | 11 | Major Deegan & Bruckner Expwys | 7,618 | 874 | 11% | 7,618 | 695 | 9% |
| | | | | Approach to RFK Bridge | 9,868 | 1,339 | 14% | 9,868 | 1,100 | 11% |
| | ortheast Bronx | 1 | 1 | New England Thruway | 13,640 | 191 | 1% | 13,640 | 106 | 1% |
| | Pelham–Throgs eck | 17 | 17 | Cross Bronx Expwy Ext. | 9,580 | 398 | 4% | 9,580 | 388 | 4% |
| | | | | Throgs Neck Expwy | 4,194 | 50 | 1% | 4,194 | 73 | 2% |
| | | | | Bruckner Expwy | 5,624 | 277 | 5% | 5,624 | 263 | 5% |
| Kings, NY | Bensonhurst–Bay Ridge | 2 | 2 | Gowanus Expwy | 8,328 | 495 | 6% | 8,328 | 270 | 3% |
| | Downtown–Heights–Slope Downtown Brooklyn–Fort Greene)* | 8 | 9 | Brooklyn Queens Expwy | 14,107 | 891 | 6% | 14,107 | 378 | 3% |
| | | | | Prospect Expwy | Community does not have tracts with potential truck-traffic increases adjacent to Prospect Expwy | | | 5,942 | 51 | 1% |
| | Greenpoint (South illiamsburg)** | 7 | 7 | Brooklyn Queens Expwy | 15,762 | 878 | 6% | 15,762 | 452 | 3% |
| | Sunset Park | 15 | 15 | Gowanus Expwy | 10,015 | 632 | 6% | 10,015 | 290 | 3% |
| New York, NY | East Harlem | 2 | 2 | Approach to RFK Bridge | 1,513 | 1,556 | 103% | 1,513 | 423 | 28% |

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| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| | Randall's Island*** | 1 | 1 | RFK Bridge on Randall's Island | 12,432 | 3,170 | 25% | 12,432 | 1,913 | 15% |
| | ashington Heights–Inwood | 3 | 3 | Trans-Manhattan Expwy | 17,370 | 385 | 2% | 17,370 | 338 | 2% |
| Queens, NY | Bayside–Little eck | 5 | 4 | Clearview Expwy | 12,029 | 485 | 4% | 12,029 | 480 | 4% |
| | Flushing–Clearview | 2 | 1 | Clearview Expwy | 14,332 | 631 | 4% | 14,332 | 602 | 4% |
| | | | | Whitestone Expwy | 7,929 | 455 | 6% | Community does not have tracts with potential truck-traffic increases adjacent to Whitestone Expwy | | |
| | Jamaica | 4 | 4 | Van Wyck Expwy | 8,876 | 303 | 3% | 8,876 | 50 | 1% |
| | Long Island City–Astoria | 7 | 6 | Grand Central Pkwy | 9,935 | 2,522 | 25% | 9,935 | 1,447 | 15% |
| | | | | Brooklyn Queens Expwy | 12,572 | 1,982 | 16% | 12,572 | 1,308 | 10% |
| | | | | Long Island Expwy | 5,247 | 260 | 5% | 5,247 | -96 | -2% |
| | Southeast Queens† | 2 | 1 | Clearview Expwy | 7,649 | 59 | 1% | 7,649 | 67 | 1% |
| | Southwest Queens†† | 2 | 3 | Van Wyck Expwy | 7,264 | 12 | 0.2% | 5,999 | 66 | 1% |
| | est Queens | 9 | 9 | Long Island Expwy | 5,247 | 260 | 5% | 5,247 | -96 | -2% |
| | | | | Brooklyn Queens Expwy | 8,657 | 1,696 | 20% | 8,657 | 1,024 | 12% |
| Richmond, NY | Port Richmond | 2 | 2 | MLK Expwy | 3,023 | 339 | 11% | 3,023 | 84 | 3% |
| | Stapleton–St. George | 1 | 1 | Staten Island Expwy | 8,625 | 763 | 9% | 8,625 | 363 | 4% |
| Bergen, NJ | Fort Lee | 2 | 2 | I-95 | 21,427 | 368 | 2% | 21,427 | 438 | 2% |
| | | | | N Bergen Blvd (US-46) | 6,499 | 312 | 5% | 6,499 | 162 | 2% |

Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.

| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| | | | | NJ Rt 4 | 12,413 | 35 | 0.3% | 12,413 | 105 | 1% |
| | Hackensack | 1 | 1 | I-80 | 15,034 | 208 | 1% | 15,034 | 68 | 0.5% |
| | Ridgefield Park illage | 1 | 1 | US-46 | 3,202 | 195 | 6% | 3,202 | 44 | 1% |
| | Palisades Park | 1 | 1 | US-1-9-46 | 2,854 | 344 | 12% | 2,854 | 70 | 2% |
| | Lodi | 1 | 1 | I-80 | 9,976 | 164 | 2% | 9,976 | 211 | 2% |
| | | | | NJ Rt 17 | 9,387 | 345 | 4% | 9,387 | 258 | 3% |
| | | | | US-46 | 4,420 | 13 | 0.3% | 4,420 | 8 | 0.2% |
| | Paramus | 1 | 1 | NJ Rt 17 | 8,890 | 335 | 4% | 8,890 | 201 | 2% |
| | | | | NJ Rt 4 | 7,300 | 3 | 0.04% | 7,300 | -42 | -1% |
| | Ridgefield | 1 | 1 | I-95 | 10,644 | 266 | 2% | 10,644 | 66 | 1% |
| | | | | US-9 | 2,905 | 48 | 2% | 2,905 | 29 | 1% |
| Essex, NJ | East Orange | 1 | 1 | I-280 | 5,688 | 115 | 2% | 5,688 | 137 | 2% |
| | ewark | 6 | 5 | McCarter Hwy (NJ Rt 21) | 6,381 | 17 | 0.3% | Community does not have tracts with potential truck-traffic increases adjacent to McCarter Hwy (NJ Rt 21) | | |
| | | | | I-280 | 6,425 | 117 | 2% | 6,425 | 138 | 2% |
| | est Orange | 1 | 1 | I-280 | 5,618 | 116 | 2% | 5,618 | 136 | 2% |
| | City of Orange | 2 | 2 | I-280 | 5,722 | 115 | 2% | 5,722 | 135 | 2% |
| Hudson, NJ | Bayonne | 4 | 4 | NJ Rt 440 | 7,432 | 443 | 6% | 7,432 | 238 | 3% |
| | Harrison | 2 | 2 | I-280 | 6,951 | 118 | 2% | 6,951 | 155 | 2% |
| | Jersey City | 5 | 5 | Tonnelle Ave | 4,461 | 540 | 12% | 4,461 | 479 | 11% |
| | | | | NJ Rt 139 | 3,571 | 207 | 6% | 3,571 | 341 | 10% |
| | earny | 1 | 1 | I-280 | 6,954 | 107 | 2% | 6,954 | 154 | 2% |

| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| | | | | NJ Rt 9 | 11,481 | 359 | 3% | 11,481 | 260 | 2% |
| Nassau, NY | orth Hempstead | 2 | 2 | Long Island Expwy | 7,744 | 3 | 0.04% | 7,744 | 3 | 0.04% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results are not shown for Ridgewood–Forest Hills because no tracts with potential truck-traffic proximity increases appeared in this community under the adopted toll schedule.

In the Final EA, No Build truck AADT and Scenario E truck AADT change were miscalculated for a few portions of highways described in Tables 17D-15. This table includes corrected values. These corrections do not change the conclusions of the Final EA, as potential truck-traffic proximity increases of any magnitude were used to identify tracts and communities for potential effects and mitigation.

* As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled "Downtown Brooklyn-Fort Greene" to further specify location.

** As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as "South Williamsburg" to further specify location.

*** As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as "Randall's Island" to further specify location.

† Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), Census Tract 1571.02, Queens County, a truck traffic proximity increase is predicted due to an increase of less than 1 truck per day on a Cross Island Parkway service road under Tolling Scenario E; the tract does not have potential truck-traffic proximity increases under the adopted toll schedule.

†† No Action AADT differs between Tolling Scenario E and adopted toll schedule on the Van Wyck Expwy because an additional tract with potential truck-traffic proximity increases under adopted toll schedule extends the length of the highway along which the No Action AADT was measured.

*Final EA Table 17D-17. Environmental Justice Tracts and Communities That Would Merit Place-Based Mitigation (Scenario E), With the Adopted Toll Schedule ("90 and 90" Tracts and Communities)*

| COUNTY | MAP MARKER | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT AND CHRONIC DISEASE BURDEN | | HIGHWAYS | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | No Action (AADT) | Change (AADT) | Change (%) | No Action (AADT) | Change (AADT) | Change (%) |
| Bronx, NY | 1 | High Bridge–Morrisania and Crotona–Tremont | 18 | 18 | Cross Bronx Expwy | 21,819 | 168 | 0.8% | 21,819 | 237 | 1.1% |
| | | | 0 | 1 | Major Deegan Expwy | Community does not have tracts with potential truck traffic increases adjacent to Major Deegan Expwy | | | 14,106 | 240 | 1.7% |
| | 2 | Hunts Point–Mott Haven/Pelham–Throgs Neck | 14 | 14 | Bruckner Expwy | 5,624 | 277 | 4.9% | 5,624 | 263 | 4.7% |
| | 3 | Hunts Point–Mott Haven | 3 | 3 | Major Deegan & Bruckner Expwys | 7,618 | 874 | 11.5% | 7,618 | 695 | 9.1% |
| | | | 1* | 1* | Approach to RFK Bridge | 9,868 | 1,339 | 13.6% | 9,868 | 1,100 | 11.1% |
| | 4 | Pelham–Throgs Neck | 1 | 1 | Throgs Neck Expwy | 4,194 | 50 | 1.2% | 4,194 | 73 | 1.7% |
| | | | 1 | 1 | Cross Bronx Expwy Ext. | 9,580 | 398 | 4.2% | 9,580 | 388 | 4.1% |
| | 5 | Northeast Bronx | 1 | 1 | New England Thruway | 13,640 | 191 | 1.4% | 13,640 | 106 | 0.8% |
| New York, NY | 6 | East Harlem | 2 | 2 | RFK Bridge Approach at E 125th St | 1,702 | 1,924 | 113.0% | 1,702 | 672 | 39.5% |
| | 7 | Randall's Island** | 1 | 1 | RFK Bridge on Randall's Island | 12,432 | 3,170 | 25.5% | 12,432 | 1,913 | 15.4% |
| Kings, NY | 8 | Downtown–Heights–Slope (Downtown Brooklyn–Fort Greene)*** | 3 | 3 | Brooklyn Queens Expwy | 14,107 | 891 | 6.3% | 14,107 | 378 | 2.7% |
| | 9 | Greenpoint (South Williamsburg)† | 4 | 4 | Brooklyn Queens Expwy | 15,870 | 853 | 5.4% | 15,870 | 428 | 2.7% |
| Essex, NJ | 10 | Orange–East Orange–Newark | 6 | 6 | I-280 | 6,106 | 116 | 1.9% | 6,106 | 137 | 2.2% |
| Bergen, NJ | 11 | Fort Lee | 1 | 1 | I-95/George Washington Bridge | 14,768 | 195 | 1.3% | 14,768 | 231 | 1.6% |

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Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

As in Final EA Table 17D-17, this table lists the 13 identified communities under both Tolling Scenario E and the adopted toll schedule into 11 rows. Census Tract 3009, Nassau County, not shown. As noted in Final EA, Table 17D-17, "closer examination indicates that this tract is shown with a potential increase in truck traffic proximity under Tolling Scenario E; though roadways passing through the tract have the potential to see decreases in truck traffic, the center of its population is near [a portion of] a roadway where modeling indicates that truck traffic could increase."

In the Final EA, No Build truck AADT and Scenario E truck AADT change were miscalculated for a portion of a highway described in Table 17D-17. This table includes corrected values. These corrections do not change the conclusions of the Final EA, as potential truck-traffic proximity increases of any magnitude were used to identify tracts and communities for potential effects and mitigation.

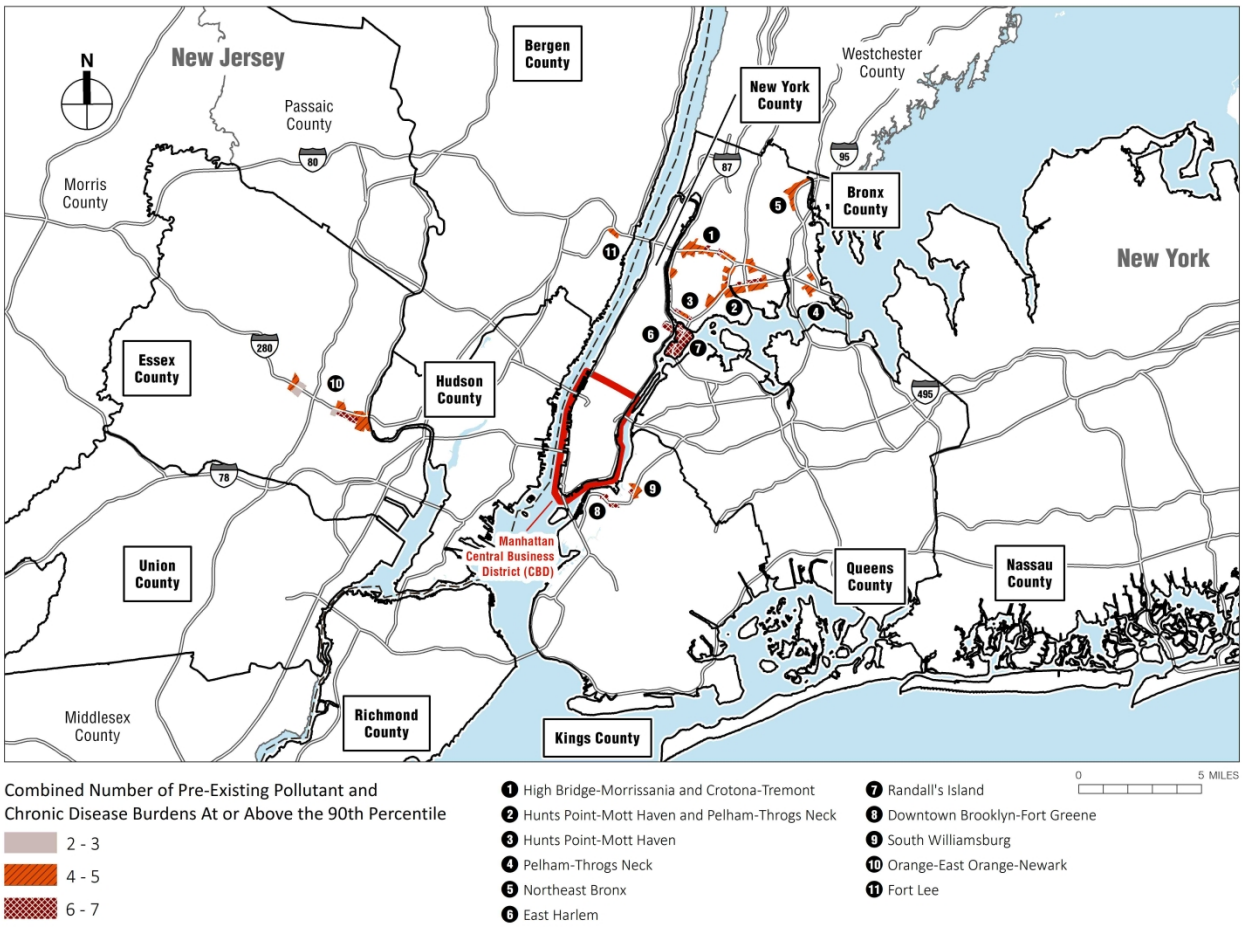
* Census Tract 27.01, Bronx County, immediately north of junction between RFK Bridge approach and Bruckner Expwy; tract also included in row for Major Deegan & Bruckner Expwys above.

** As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as "Randall's Island" to further specify location.

*** As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled "Downtown Brooklyn-Fort Greene" to further specify location.

† As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as "South Williamsburg" to further specify location.

*Figure 17D-18. Environmental Justice Census Tracts with High Pre-Existing Pollutant and Chronic Disease Burdens Where Truck Traffic Proximity Could Potentially Increase (Adopted Toll Schedule)*




Source: USEPA NATA and Agency Air Quality System via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2023.

Note: Percentiles are national. Census Tract 3009, Nassau County not shown. Potential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract.

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| 17 – Environmental Justice | Low-income drivers | The EA as published in August 2022 found the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers to the Manhattan CBD who do not have a reasonable alternative for reaching the Manhattan CBD. With further analysis of the population affected and the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on low-income drivers. | 28-county study area | Narrative | The increased cost to drivers would occur under all tolling scenarios. | | | | | | | Yes | **Mitigation needed.** The Project will include a tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than $60,000. TBTA will coordinate with the New York State Department of Taxation and Finance (NYS DTF) to ensure availability of documentation needed for drivers eligible for the NYS tax credit.<br><br>TBTA will post information related to the tax credit on the Project website, with a link to the appropriate location on the NYS DTF website to guide eligible drivers to information on claiming the credit.<br><br>TBTA will eliminate the $10 refundable deposit currently required for E-ZPass customers who do not have a credit card linked to their account, and which is sometimes a barrier to access.<br><br>TBTA will provide enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-loaded balance), refill their accounts with cash at participating retail locations, and discount plans already in place, about which they may not be aware.<br><br>TBTA will coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware.<br><br>The Project Sponsors commit to establishing an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting taking place prior to Project implementation, to share updated data and analysis and hear about potential | Incorporating the identified mitigation, no disproportionately high and adverse effect would occur on low-income drivers. | No (with identified mitigation) | No change in identified mitigation needed. The adopted toll schedule incorporates the mitigation commitments of the Final EA. |

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| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| | | | | | | | | | | | | | concerns. As it relates to environmental justice, the Project Sponsors will continue providing meaningful opportunities for participation and engagement by sharing updated data and analysis, listening to concerns, and seeking feedback on the toll setting process.<br><br>TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will benefit low-income drivers who travel during that time.<br><br>For five years, TBTA commits to a Low-Income Discount Plan for low-income frequent drivers who will benefit from a 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).<br><br>**Enhancement**<br><br>TBTA will coordinate with MTA NYCT to improve bus service in areas identified in the EA as the Brooklyn and Manhattan Bus Network Redesigns move forward. | | | |

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **17 – Environmental Justice** | Taxi and FHV drivers | The EA as published in August 2022 found a potential disproportionately high and adverse effect would occur to taxi and FHV drivers in New York City, who largely identify as minority populations, in tolling scenarios that toll their vehicles more than once a day. This would occur in unmodified Tolling Scenarios A, D, and G; for FHV drivers, it would also occur in Tolling Scenarios C and E. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and FHVs, which would result in a decrease in revenues that could lead to losses in employment. With the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on taxi and FHV drivers. | New York City | Narrative | Potential adverse effect would occur in Tolling Scenarios A, D, and G, which would not have caps or exemptions for taxis and FHV drivers. | | | | | | | Yes | **Mitigation needed.** TBTA will ensure that a toll structure with tolls of no more than once per day for taxis or FHVs is included in the final CBD toll structure. | No disproportionately high and adverse effect would occur on New York City taxi and FHV drivers with the adopted toll schedule | No) | **No mitigation needed.** |
| | | | | Change in daily taxi/FHV VMT with passengers in the CBD relative to No Action Alternative: Scenarios included in EA | -21,498 (-6.6%) | +15,020 (+4.6%) | -11,371 (-3.5%) | -54,476 (-16.8%) | -25,621 (-7.9%) | +4,962 (+1.5%) | -27,757 (-8.6%) | | | -904 (-0.3%) | | |
| | | | | Net change in daily taxi/FHV trips to CBD relative to scenarios included in EA: Additional analysis to assess effects of caps or exemptions | Tolls capped at 1x / Day: +2% | — | — | Tolls capped at 1x / Day: +3% Exempt: +50% | — | — | Tolls capped at 1x / Day: +2% | | | NA | | |

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*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO A B C D E F G | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| **17 – Environmental Justice (Cont'd)** | Increases or decreases in traffic, as a result of traffic diversions, in communities already overburdened by pre-existing air pollution and chronic diseases | Certain environmental justice communities would benefit from decreased traffic; some communities that are already overburdened by pre-existing air pollution and chronic diseases could see an adverse effect as a result of increased traffic. | The specific census tracts that would experience increased or decreased traffic change slightly depending on the tolling scenario. The following communities could have census tracts that merit place-based mitigation: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn–Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. | Narrative | Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic would vary somewhat, but the identified communities remain largely the same across tolling scenarios. Under Tolling Scenario G, Fort Lee would not experience increases. | Yes | **Mitigation needed.**<br>**Regional Mitigation**<br>TBTA will ensure the overnight toll for trucks and other vehicles s reduced to at or below 50 percent of the peak toll from at east 12:00 a.m. to 4:00 a.m. in the final toll structure; this will reduce truck diversions.<br>YCDOT will expand the NYC Clean Trucks Program to accelerate the replacement of eligible diesel trucks, which travel on highways in certain environmental justice communities here the Project is projected to increase truck traffic, to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles.<br>YCDOT will expand its off-hours delivery program in locations here the Project is projected to increase truck diversions to reduce daytime truck traffic and increase roadway safety in certain environmental justice communities.<br>**Place-based Mitigation**<br>TBTA will toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then turn to immediately travel south on FDR Drive; this will mitigate modeled non-truck traffic increases on the FDR Drive between the Brooklyn Bridge and East Houston Street.<br>YCDOT will coordinate to replace diesel-burning TRUs at Hunts Point with cleaner vehicles.<br>YSDOT will coordinate to expand electric truck charging nfrastructure.<br>The Project Sponsors will coordinate to install roadside egetation to improve near-road air quality.<br>The Project Sponsors will renovate parks and greenspaces.<br>The Project Sponsors will install or upgrade air filtration units in schools.<br>The Project Sponsors will coordinate to expand existing asthma case management programs and create new community-based asthma programming through a neighborhood asthma center in the Bronx. | Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic vary somewhat from the Final EA, as anticipated.<br>The communities that merit place-based mitigation remain the same as those identified in the Final EA: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn, Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. (See Note 1.) | Yes | **No change in identified mitigation needed.** |

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Note:

1 Based on analysis of the adopted toll schedule, communities and census tracts where place-based mitigation measures will be implemented have been confirmed – the specific siting and equitable distribution of mitigation measures is being determined through analysis of data on needs and feasibility and coordination among the Project Sponsors, the Environmental Justice Community Group (representing the 10-county environmental justice study area), and relevant stakeholders and implementing agencies.

**OVERALL PROJECT ENHANCEMENT.** The Project Sponsors commit to ongoing monitoring and reporting of potential effects of the Project, including for example, traffic entering the CBD, vehicle-miles traveled in the CBD; transit ridership from providers across the region; bus speeds within the CBD; air quality and emissions trends; parking; and Project revenue. Data will be collected in advance and after implementation of the Project. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, a reporting website will make data, analysis, and visualizations available in open data format to the greatest extent practicable. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.

# 17 ENVIRONMENTAL JUSTICE

Chapter 17 of the Final EA presented an evaluation of the CBD Tolling Alternative's potential for disproportionately high and adverse effects to environmental justice populations, including effects on local communities and effects related to regional mobility. This section presents a reevaluation of that topic for the adopted toll schedule.

## OUTCOME

The reevaluation concludes that with the implementation of the mitigation commitments of the Final EA, the adopted toll schedule would not result in disproportionately high and adverse effects on environmental justice populations or communities and no new mitigation is needed. In addition, there is no change in the communities for which place-based mitigation will be implemented.

## METHODOLOGY

### Final EA Methodology

The methodology used to determine potential effects on environmental justice populations is described starting on page 17-2 of the Final EA, Section 17.3, "Methodology." As described in that section, the environmental justice analysis evaluated two types of potential effects of the CBD Tolling Program:

- Local (Neighborhood) Effects: The Final EA evaluated the effects on neighborhoods related to changes in traffic patterns and the potential resulting effects in terms of traffic congestion, air emissions, and noise; it then assessed whether any such effects would occur disproportionately to environmental justice populations. This included a supplemental analysis for the Final EA of increases or decreases in traffic and truck traffic as a result of traffic diversions in communities already highly burdened by pre-existing air pollution and chronic diseases. For the local (neighborhood) effects, the Final EA used a 10-county study area where localized effects (such as changes in traffic volumes, air emissions, or noise) would occur as a result of the Project.
- Regional Effects: The Final EA considered how implementation of the CBD Tolling Alternative would affect the regional population in terms of increased costs (tolls), changes in trip time, and changes in transit conditions, and whether any effects would occur disproportionately to environmental justice populations. For regional effects, the Final EA evaluated the 28-county regional study area, which is the main catchment area for trips to and from the Manhattan CBD and the area where changes in travel patterns and mobility would occur.

### Reevaluation Methodology

The re-evaluation considered the local (neighborhood) effects and regional effects of the adopted toll schedule, using the same methodology as the Final EA.

## ANALYSIS AND FINDINGS: LOCAL (NEIGHBORHOOD) EFFECTS

The Final EA considered a range of issues that had the potential to result in local, neighborhood effects:

- Increased traffic congestion on highway segments
- Changes in traffic conditions at local intersections
- Traffic-related effects on noise
- Increases to transit ridership
- Changes in passenger flows at transit stations
- Changes in pedestrian circulation near transit hubs
- Potential for indirect displacement
- Potential effects on the costs of goods
- Traffic-related effects on air quality (including a supplemental analysis for the Final EA of Project effects of traffic and truck traffic on communities with associated high pre-existing air pollutant and health burdens)

The Final EA concluded that, with the implementation of mitigation, the CBD Tolling Alternative would not result in disproportionately high and adverse effects on environmental justice populations in those topic areas.

The reevaluation of each of the topic areas above shows that the effects of the adopted toll schedule fall within the range of effects evaluated in the Final EA and the conclusions of the Final EA remain unchanged.

## ANALYSIS AND FINDINGS: REGIONAL

### Low-Income Drivers

As documented in the Final EA, a total of 16,100 low-income workers drive to the Manhattan CBD for work, based on Census Transportation Planning Program (CTPP) data. The EA published in August 2022 concluded that the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers who currently drive to the Manhattan CBD and do not have reasonable alternative transportation modes available, because the cost of the toll would consume a larger percentage of their available income. To avoid that potential disproportionate adverse effect, in the Final EA the Project Sponsors committed to a program of mitigation measures for low-income frequent drivers. With further analysis of the population affected (as documented in Appendix 17E, "Approach to Mitigating the Effect of CBD Tolls on Low-Income

Frequent Drivers"), and the addition of new mitigation, the Final EA concluded there would not be a disproportionately high and adverse effect on low-income drivers.

The adopted toll schedule includes passenger toll rates within the range evaluated in the Final EA and enhances the mitigation commitments related to low-income drivers, giving a deeper discount than that committed to in the Final EA. Therefore, the conclusions of the Final EA remain unchanged for low-income drivers.

*Table XX. Mitigation Commitments for Low-Income Drivers in Final EA and Adopted Toll Schedule*

| FINAL EA | ADOPTED TOLL SCHEDULE |
|---|---|
| **Toll Rates Evaluated** | |
| Auto toll rates evaluated:<br>$9 - $23 peak; $7 - $17 off-peak; $5 - $12 overnight | Auto toll rates within the range of the Final EA:<br>$15 peak; $3.75 overnight |
| **Mitigation Commitments** | |
| Tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than $60,000. | Commitment remains, not specific to the adopted toll schedule |
| Information related to the tax credit to be posted on the Project website, with a link to the appropriate location on the NYS DTF website. | Commitment remains, not specific to the adopted toll schedule |
| Elimination of the $10 E-ZPass tag deposit fee for customers without credit card backup. | Commitment remains, not specific to the adopted toll schedule |
| Enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-load balance), refill their accounts with cash at participating retail locations, and discount plans already in place. | Commitment remains, not specific to the adopted toll schedule |
| Outreach and education on eligibility for existing discounted transit fare products and programs. | Commitment remains, not specific to the adopted toll schedule |
| Establishment of an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting prior to Project implementation, to share updated data and analysis and listen to potential concerns. | Commitment remains, not specific to the adopted toll schedule |
| An overnight toll rate that is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD tolling structure, which will benefit low-income drivers traveling during this time. | The adopted toll schedule includes an overnight toll discounted beyond the mitigation commitment:<br>9 PM – 5 AM weekdays, 9 PM – 9 AM weekends<br>25% of peak toll rate, overnight EZP rates as follows:<br>Auto - $3.75<br>Small truck - $6.00<br>Large truck - $9.00 |
| For the first five years of the Project, the final tolling structure to include a discounted toll rate for low-income frequent drivers who have either a Federal adjusted gross income reported on their income tax return for the prior calendar year in the amount of no more than $50,000 or proof of enrollment in a qualifying government-provided income-based program: | Low-Income Discount Plan included as part of the adopted toll schedule, with a discount beyond the mitigation commitment:<br>▪ A 50 percent discount on the peak toll rate after the first 10 trips each month<br>▪ Results in a discounted base auto toll rate of $7.50. |

| | |
|---|---|
| ▪ A 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).<br>▪ Results in a discounted base auto toll rate of $7 - $17, depending on the tolling scenario. | |

## Minority Taxi and FHV Drivers

The EA published in August 2022 identified potential adverse effects to taxi and/or FHV drivers in New York City, whose country-of-origin data indicate largely consist of minority populations, in tolling scenarios that charge their vehicles more than one passenger-vehicle toll per day. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and/or FHVs, which would result in a decrease in revenues that could lead to losses in employment. The Final EA assumed this adverse effect would occur predominantly to a minority population and therefore would be a disproportionately high and adverse effect.

To avoid this potential disproportionate adverse effect, the Project Sponsors committed to a toll structure that would cap tolls for New York City taxis and FHVs at one passenger toll per day. With this mitigation, the Final EA concluded that no disproportionately high and adverse effect would occur to taxi and FHV drivers.

As it relates to general population minority drivers in general who have no reasonable alternative mode for reaching the Manhattan CBD other than private vehicle, the Final EA found that the cost of the new CBD toll on would have the same effect as experienced by the general population. No disproportionate effect would occur.

With the adopted toll schedule, the per-trip toll rate for taxis will be $1.25 and the rate for FHVs will be $2.50. Based on New York City Taxi and Limousine Commission 2023 information on the average number of trips per day for taxis and FHVs (12 trips for taxis and 6 for FHVs), these pre-trip rates are equivalent to the amount of the once-per-day toll for passenger vehicles, which will be $15.00. BPM model results for the adopted toll schedule show that the reduction in VMT for taxis and FHVs in New York City will be equivalent to the range reported in the Final EA for taxis and FHVs in tolling scenarios that limited tolls for taxis and FHVs to once per day.

Therefore, the adopted toll schedule is consistent with the commitments in the Final EA related to taxi and FHV drivers. The conclusions of the Final EA remain unchanged.

*Final EA Table 17-14. Change in Taxi/For-Hire Daily Vehicle-Miles Traveled in New York City vs. No Action Alternative - with Adopted Toll Schedule*

| GEOGRAPHIC AREA | FINAL EA TOLLING SCENARIOS | | | | | | | | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | MODIFIED G | |
| Taxi Toll Policy | All Entries | Once per Day | Exempt | All Entries | Exempt | Once per Day | All Entries | Once per Day | Equivalent to once per day toll for passenger vehicles– $1.25 per trip toll on trips to, within, or from the CBD |
| FHV Toll Policy | | | Up to 3 Times Daily | | Up to 3 Times Daily | | | | Equivalent to once per day toll for passenger vehicles – $2.50 per trip toll on trips to, within, or from the CBD |
| Peak Toll Rate | $9 | $10 | $14 | $19 | $23 | $23 | $12 | $12 | $15 |
| Bronx County | -8,392 (-3.1%) | -5,717 (-2.1%) | -6,426 (-2.4%) | -9,346 (-3.4%) | -3,991 (-1.5%) | -1,959 (-0.7%) | -7,831 (-2.9%) | -1,621 (-0.6%) | +16 (+0.0%) |
| Kings County (Brooklyn) | -33,855 (-9.1%) | -20,648 (-5.5%) | -10,247 (-2.7%) | -37,923 (-10.2%) | -27,854 (-7.5%) | -7,095 (-1.9%) | -39,183 (-10.5%) | -22,971 (-6.2%) | -5,857 (-1.6%) |
| New York County (Manhattan) | -77,843 (-10.9%) | -19,553 (-2.7%) | -51,989 (-7.3%) | -119,349 (-16.7%) | -73,223 (-10.2%) | -17,076 (-2.4%) | -87,944 (-12.3%) | -27,897 (-3.9%) | -25.105 (-4.9%) |
| Inside Manhattan CBD | -21,498 (-6.6%) | +15,020 (+4.6%) | -11,371 (-3.5%) | -54,476 (-16.8%) | -25,621 (-7.9%) | +4,962 (+1.5%) | -27,757 (-8.6%) | +10,203 (+3.1%) | -904 (-0.3%) |
| Outside Manhattan CBD | -56,345 (-14.4%) | -34,573 (-8.8%) | -40,618 (-10.4%) | -64,873 (-16.6%) | -47,602 (-12.2%) | -22,038 (-5.6%) | -60,187 (-15.4%) | -38,100 (-9.7%) | -34,201 (-8.7%) |
| Queens County | -3,873 (-0.4%) | +21,258 (+2.0%) | -10,804 (-1.0%) | -47,911 (-4.4%) | -19,342 (-1.8%) | +4,979 (+0.5%) | -7,812 (-0.7%) | +14,644 (+1.3%) | +5,311 (+0.5%) |
| Richmond County (Staten Island) | -4,884 (-8.6%) | -5,071 (-8.9%) | -4,940 (-8.7%) | -4,539 (-8.0%) | -6,002 (-10.5%) | -4,370 (-7.7%) | -4,917 (-8.6%) | -5,636 (-9.9%) | -4,405 (-7.7%) |
| **NEW YORK CITY TOTAL** | **-128,847 (-5.1%)** | **-29,731 (-1.2%)** | **-84,406 (-3.4%)** | **-219,068 (-8.8%)** | **-130,412 (-5.2%)** | **-25,521 (-1.0%)** | **-147,687 (-5.9%)** | **-43,481 (-1.7%)** | **-40,040 (-1.6%)** |

Notes: Projections include VMT only during fares and do not include cruising without passenger(s), to reflect effects on demand and revenues.
Tolling Scenario Modified G was not included in Final EA Table 17-14, but was discussed in the narrative on the following page, Final EA page 17-54.

The per-trip tolls in the adopted toll schedule would be equivalent to the auto peak rate of $15 (based on 2023 TLC data for average trips per vehicle per day: for taxis the average number of trips with passengers to/from/within the CBD is 12, and for FHVs it is 6).

Yellow shading in the table highlights the Final EA tolling scenarios that limited tolls on taxis and FHVs to one passenger-vehicle toll per day.

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## ANALYSIS AND CONCLUSIONS: LOCAL (NEIGHBORHOOD) EFFECTS RELATED TO TRAFFIC DIVERSIONS

For the Final EA, the Project Sponsors conducted additional analysis of the potential effects of traffic diversions resulting from the CBD Tolling Alternative on environmental justice communities that are already highly burdened by preexisting air pollution and chronic diseases and could see increased traffic. The analysis concluded that in some environmental justice census tracts that have high pre-existing pollutant burdens or chronic disease burdens where the CBD Tolling Alternative would increase traffic, these traffic increases have the potential to increase pollutant burdens and could contribute to chronic disease burdens and therefore could constitute a potential adverse effect on these particularly vulnerable environmental justice populations. The specific census tracts that would experience increased or decreased traffic changed slightly depending on the tolling scenario, but the affected communities remain largely the same. The effects would vary in magnitude depending on the additional volume of traffic and the extent of pre-existing pollutant and chronic disease burdens.

In the Final EA, the Project Sponsors committed to implement mitigation measures related to potential Project-related traffic diversions, related air pollutants, and associated health effects to benefit environmental justice communities that are already highly burdened by pre-existing air pollution and/or chronic diseases, relative to national percentiles. Mitigation measures will include both regional measures, which will reduce truck diversions and reduce emissions, and place-based measures, to reduce emissions and improve air quality and/or health outcomes in areas with the greatest pre-existing burdens that would also be affected by Project-related diversions.[1] To fund these mitigation measures the Project Sponsors have committed $155 million over 5 years. The regional and place-based mitigation measures are summarized in Final EA Table 17-16. The Project Sponsors committed to these measures, regardless of the tolling structure eventually adopted. An adaptive management approach will be used which will include monitoring the efficacy of mitigation, stakeholder consultation, and adjustments as warranted. An additional $5 million has been allocated for mitigation and enhancement measures related to monitoring across other topics, along with $47.5 million for the low-income toll discount to be implemented.

The analysis of potential effects related to traffic diversions on highly burdened environmental justice communities evaluated whether non-truck traffic proximity and truck traffic proximity could increase as a result of the Project in each census tract within the local study area. The analysis also evaluated whether truck traffic proximity could decrease. As defined in the Final EA Appendix 17D, Section 17D.4 (page 17D-14), these are measures of the amount of daily highway traffic near the population center within each census tract. Highway truck traffic proximity was a particular focus, because diesel emissions have a higher

[1] See Final EA, Appendix 17D, Section 17D-7.2.2 on page 17D-77 for a discussion of place-based mitigation measures.

level of particulate matter, which is associated with adverse health outcomes, and because Project-related diversions would mainly occur on highways.[2]

Census tracts are, as defined by the U.S. Census Bureau, statistical subdivisions of a county or statistically equivalent entity. Communities contain multiple census tracts. As described in Final EA Appendix 17D, communities are defined as either municipalities (outside New York City) or neighborhoods (within New York City).[3] Within the five New York City counties, these neighborhoods were identified using the United Hospital Fund (UHF) neighborhood definitions—a geography designed for health research.[4] Environmental justice census tracts are census tracts where a greater proportion of the population is minority and/or low-income, as identified using the methodology described in Final EA Chapter 17, Section 17.5.1 (page 17-8).

Environmental justice census tracts where individuals experience at least one pre-existing pollutant burden or at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and where truck proximity could increase as a result of the Project, were identified as "90 or 90" census tracts. Environmental justice census tracts where individuals experience at least one pre-existing pollutant burden and at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and where truck proximity could increase as a result of the Project were identified as "90 and 90" census tracts.[5]

As noted in Final EA, Appendix 17D, Section 17D-6.1.2, truck diversions would occur in every tolling scenario, but Tolling Scenario E had the maximum predicted truck diversions by volume for all census tracts in the 10-county environmental justice study area.[6] For this reason, the Project Sponsors presented potential truck-traffic proximity under Tolling Scenario E in the Final EA. The Project Sponsors also presented potential non-truck traffic proximity under Tolling Scenario E, as well as Tolling Scenario G; as noted in Section 17D-6.1.5, modeled traffic results from the BPM indicated that Tolling Scenario G was the scenario with the largest potential increases in non-truck traffic across the environmental justice-designated census tracts in the 10-county environmental justice study area.[7]

Any community with one or more environmental-justice-designated census tract meeting the "90 or 90" or "90 and 90" criteria was identified in the Final EA as a community that is already overburdened by pre-existing air pollution and chronic diseases. The Project Sponsors committed to a package of regional (for "90 or 90" communities) and place-based (for "90 and 90" communities) measures to mitigate potential adverse effects on environmental justice populations.

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2 See Final EA, Appendix 17D, Section 17D-6.1.1 on page 17D-43 and 17D-6.1.3 on page 17D-44 for an explanation of how truck traffic proximity is calculated.

3 See Final EA Appendix 17D, Section 17D-6.1.4, p. 17D-50.

4 See Final EA, Appendix 17D, Section 17D-5.5.2, page 17D-29, Footnote 68 for more information on UHF neighborhoods.

5 Note that, by these definitions from the Final EA, "90 and 90" census tracts are also "90 or 90" census tracts; the former is a subset of the latter.

6 Final EA Appendix 17D, page. 17D-43.

7 Final EA Appendix 17D, page 17D-60.

The same methodology described in Appendix 17D, "Technical Memorandum: Considerations for Environmental Justice Communities with Existing Pollution or Health Burdens," was used to evaluate the adopted toll schedule for potential effects and identify the relevant "90 or 90" and "90 and 90" communities. The overall findings for the adopted toll schedule were as follows:

- Potential Project Diversion Effects - More balanced potential diversion effects when comparing environmental-justice-designated and non-environmental-justice-designated census tracts (as illustrated in Table 17D-11 with the adopted toll schedule added below). As shown in the table, for the 434 census tracts in the 10-county environmental justice study area that are within 300 meters of a highway, the Final EA predicted that 50 percent of the environmental justice-designated census tracts and 41 percent of the non-environmental justice-designated census tracts would have an increase in truck traffic proximity (a total of 205 tracts). Table 17D-11 also shows that 18 percent of environmental justice-designated census tracts and 19 percent of the non-environmental justice-designated census tracts would have a decrease in truck traffic proximity (a total of 79 tracts). For the adopted toll schedule, the number of census tracts affected by an increase in truck traffic proximity would be slightly higher (209 tracts), but the results would be more evenly distributed between non-environmental justice-designated tracts (47 percent) and environmental justice-designated tracts (49 percent) and the number of affected environmental justice-designated tracts would be lower than with the Final EA (151 rather than 154). The number of census tracts having a decrease in truck traffic proximity would be slightly lower (74 tracts); a greater number of environmental justice-designated census tracts would have a decrease (59 tracts rather than 56 tracts), and a smaller number of non-environmental justice-designated tracts would have a decrease (15 tracts rather than 23 tracts).
- Intensity of Potential Truck-Traffic Increases - Lower intensities of truck-traffic proximity increases in "90 and 90" and "90 or 90" environmental justice-designated census tracts. This is illustrated in Table X.1, which provides the minimum, average, and maximum increase in truck-traffic proximity for the "90 and 90" and "90 or 90" environmental justice-designated census tracts for Final EA Tolling Scenario E and the adopted toll schedule. As described in Final EA Appendix 17D, "the change in truck traffic proximity for each environmental justice census tract is equal to the difference between truck AADT on freeways and interstates in the CBD Tolling Alternative and the No Build Alternative, as forecasted in the BPM, within 300 meters (approximately 1,000 feet) of the population-weighted census tract centroid, divided by distance in meters."[8] For both types of environmental justice-designated census tracts, the average increase and maximum increase in truck-traffic proximity that would occur with the adopted toll schedule would be smaller than with Final EA Tolling Scenario E.
- Location of Tracts and Communities with Potential Truck Traffic Effects - Small differences in the tracts and communities where potential truck diversion effects would occur from those described in the Final EA, as illustrated in Table X.2 and subsequent tables.

[8] See Final EA, Appendix 17D, Section 17D-6.1.1, page 17D-43. For further description of traffic proximity in US EPA's EJScreen, calculation methods, and how to interpret the measure, see Final EA, Appendix 17D, Section 17D-4, pp. 17D-14 and 17D-15, Section 17D-6.1.1, p. 17D-43, Sections 17D-6.1.3 and 17D-6.1.4, p. 17D-44.

- No new "90 and 90" communities identified for place-based mitigation (as illustrated in Table 17D-17 with the adopted toll schedule added, below)
- One new "90 and 90" tract within the already identified High Bridge–Morrisania, Bronx County community identified for place-based mitigation (included in Table 17D-17 and in an updated version of Final EA Figure 17D-18 reflecting the adopted toll schedule)
- One less "90 or 90" community identified for regional mitigation (Ridgewood–Forest Hills, Queens County, removed from Table 17D-15 with the adopted toll schedule added, below)
- Three new "90 or 90" communities identified with potential truck traffic proximity decreases (Bayside—Little Neck and Long Island City—Astoria, Queens County; Belleville, Essex County; added to Table 17D-14 with the adopted toll schedule added, below), and one community identified for potential truck traffic proximity decreases under Scenario E but not under the adopted toll structure (Downtown—Heights—Slope/Park Slope, Kings County; removed from Table 17D-14).
- Three new "90 or 90" tracts with potential truck traffic proximity decreases in communities already identified with potential truck traffic proximity decreases (included in Table 17D-14 below)
- Three new tracts in "90 or 90" communities with potential truck traffic proximity increases of a low intensity (as illustrated in Table X.1 and X.3 below and included in Table 17D-15), which would benefit from the regional mitigation measures of expanding the NYC Clean Trucks and NYCDOT Off-Hours Delivery Programs. Note that these three new "90 or 90" tracts include the new "90 and 90" tract in High Bridge–Morrisania
- In the Final EA, Tables 17D-14, 17D-15, and 17D-17 depicted the baseline numbers of trucks traveling through or adjacent to these communities by including estimates of pre-existing truck average annual daily traffic volumes (AADT) on some highways, as examples, under the No Action Alternative. The tables also described the potential change in truck volumes under Tolling Scenario E, and the percentage change of the AADT. The versions of those tables below (with the adopted toll schedule added) present these truck-volume data as well.[9]

- **Intensity of Potential Non-Truck-Traffic Increases** - Non-truck traffic increases would be of a lower intensity, as illustrated in Table X.4, which provides the minimum, average, and maximum increase in truck-traffic proximity for environmental justice-designated census tracts for Final EA Tolling Scenarios E and G, as well as the adopted toll schedule. As described in Final EA Appendix 17D, non-truck traffic proximity uses the same calculation method used for truck-traffic proximity.[10] The average and

[9] As noted in the Final EA, Appendix 17D, Section 17D-6.1.4., in some cases, nearby roadways will show decreases in truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases (footnote 102, p. 17D-50).

[10] Section 17D-6.1.5, p. 17D-56.

maximum non-truck-traffic proximity increases that would occur with the adopted toll schedule are all smaller than with the Final EA Tolling Scenario E or G.

- Location of Tracts and Communities with Potential Non-Truck Traffic Effects - Small differences in the tracts and communities where potential non-truck diversion effects would occur, without potential truck effects, from those described in the Final EA, as illustrated in Tables 17D-12 and 17D-13 with the adopted toll schedule added below.
  - No new communities with potential non-truck traffic increases but without truck-traffic increases.
  - Four new tracts in overburdened communities with potential non-truck traffic increases, without truck-traffic proximity increases which did not appear under Tolling Scenarios E or G as illustrated in Table X.5. Two of these four tracts had potential increases in non-truck traffic under Tolling Scenarios E and G but also had increase in truck-traffic proximity. Under the adopted toll schedule, these tracts do not have potential truck-traffic proximity increases, and so appear as having potential non-truck effects.
  - In the Final EA, Tables 17D-12 and 17D-13 provide data about some of the adjacent roadways where non-truck volume decreases could occur, including estimates of average annual daily non-truck AADT on highways under the No Action Alternative, modeled changes in non-truck AADT with CBDTP, and the percentage that this change would represent from the No Action Alternative. Table 17D-12&13 (presented below with the adopted toll schedule added), present these AADT data as well.[11]

[11] As noted in the Final EA, Appendix 17D, Tables 17D-12 and 17D-13, and similar to tables describing truck traffic proximity increases, in some cases, nearby roadways will show decreases in non-truck AADT when truck traffic proximity increases, and vice versa. This occurs because of the distance weighting that is part of calculating changes in truck traffic proximity. A nearby roadway may show a net increase in truck traffic AADT, but the center of a census tract's population may be closer to a portion of the roadway with estimated decreases in truck volumes, meaning that exposure to emissions and truck traffic proximity decreases.

*Final EA Table 17D-11. Summary of Project Effects on Truck Traffic Proximity (Tolling Scenario E), With the Adopted Toll Schedule*

| TYPE OF HIGHWAY TRUCK TRAFFIC PROXIMITY CHANGES RESULTING FROM THE PROJECT | NUMBER OF TRACTS WITH PRE-EXISTING AIR POLLUTANT OR CHRONIC DISEASE BURDENS WITHIN 300 METERS OF A HIGHWAY | | | | | | % OF COMMUNITY TYPE AFFECTED | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | | FINAL EA SCENARIO E | | ADOPTED TOLL SCHEDULE | |
| | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS | TOTAL TRACTS | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS | TOTAL TRACTS | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS | NON-ENVIRON-MENTAL JUSTICE TRACTS | ENVIRON-MENTAL JUSTICE TRACTS |
| Tracts with Decrease in Truck Traffic Proximity | 23 | 56 | 79 | 15 | 59 | 74 | 19% | 18% | 12% | 19% |
| Tracts with No Change in Truck Traffic Proximity | 49 | 101 | 150 | 50 | 101 | 151 | 40% | 32% | 41% | 32% |
| Tracts with Increase in Truck Traffic Proximity | 51 | 154 | 205 | 58 | 151 | 209 | 41% | 50% | 47% | 49% |
| Total Tracts | 123 | 311 | 434 | 123 | 311 | 434 | 100% | 100% | 100% | 100% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

*Table X.1 Range of Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts, Final EA and Adopted Toll Schedule*

| TOPIC | LOCATION | DATA SHOWN IN TABLE | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|
| Increases in truck traffic proximity, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases | 90 AND 90 Environmental Justice-Designated Census Tracts (Place-Based) | Minimum Increase | 0.21 | 0.13 |
| | | Average Increase | 6.80 | 4.85 |
| | | Maximum Increase | 122.71 | 72.13 |
| | | Minimum Increase | 0.01 | 0.02 |
| | | Average Increase | 7.50 | 4.99 |

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| | | | | |
|---|---|---|---|---|
| | 90 OR 90 Environmental Justice-Designated Census Tracts (Regional) | Maximum Increase | 122.71 | 72.13 |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

*Table X.2 Summary of Environmental Justice Tracts and Communities That May Need Mitigation (Tolling Scenario E), with the Adopted Toll Schedule*

| TOPIC | LOCATION | DATA SHOWN IN TABLE | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|
| Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases | **90 AND 90 (Place-Based)** | **Total Communities** | **13*** | **13*** |
| | | **Total Tracts** (Black indicates new tracts in already-identified communities, grey in parentheses are tracts that were removed compared to the Final EA) | **55** | **56** 1 additional tract in High Bridge-Morrisania, Bronx, NY |
| | | **Communities Added (Relative to Final EA Tolling Scenario E)** | -- | none |
| | | **Communities Removed (Relative to Final EA Tolling Scenario E)** | -- | none |
| Increases in truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases | **90 OR 90 (Regional)** | **Total Communities** | **38** | **37** |
| | | **Total Tracts** (Black indicates new tracts in already-identified communities, grey in parentheses are tracts that were removed compared to the Final EA) | **154** | **151** 1 additional tract in High Bridge-Morrisania, Bronx, NY (same as "90 AND 90" tract above) 1 additional tract in Downtown Brooklyn-Fort Greene / Downtown–Heights–Slope, Kings, NY 1 additional tract in Southwest Queens, Queens, NY (1 less tract in Bayside-Little Neck, Queens, NY) (1 less tract in Flushing-Clearview, Queens, NY) (1 less tract in Long Island City-Astoria, Queens, NY) (1 less tract in Ridgewood-Forest Hills, Queens) |

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| | | | | |
|---|---|---|---|---|
| | | | | (1 less tract in Southeast Queens, Queens, NY)<br>(1 less tract in Newark, Essex, NJ) |
| | | **Communities Added (Relative to Final EA Tolling Scenario E)** | -- | none |
| | | **Communities Removed (Relative to Final EA Tolling Scenario E)** | -- | 1<br>(Ridgewood-Forest Hills, Queens, NY is removed) |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

This table summarizes results analogous to those found in Final EA Tables 17D-15 and 17D-17 in Appendix 17D. Detailed versions of those tables with the adopted toll schedule added are provided later in this section of the reevaluation.

* Final EA Table 17D-17 for Tolling Scenario E grouped the 13 identified communities into 11 table rows: High Bridge – Morrisania was grouped with "Crotona–Tremont" in one line because tracts in both communities would have potential effects from truck traffic on the Cross Bronx Expressway. Hunts Point–Mott Haven and Pelham–Throgs Neck were also grouped in one line because tracts in both communities would have potential effects from truck traffic on the Bruckner Expressway. City of Orange, East Orange, and Newark were also grouped in one line because tracts in these three communities would have potential effects from truck traffic on I-280. Finally, Table 17D-17 did not show Tract 3009 in North Hempstead, Nassau County. As noted, "[p]otential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract."

*Table X.3 Change in Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts That Would Have Increases Under the Adopted Toll Schedule But Decreases in Final EA Tolling Scenario E*

| LOCATION | TRUCK TRAFFIC PROXIMITY CHANGE | | HIGHWAY | DAILY TRUCK VOLUME | | | | |
|---|---|---|---|---|---|---|---|---|
| | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | FINAL EA SCENARIO E | | ADOPTED TOLL SCHEDULE | |
| | | | | | Change (AADT) | Change (%) | Change (AADT) | Change (%) |

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| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Tract 189, Bronx, NY (High Bridge–Morrisania, 90 AND 90) | -0.41 | 0.94 | Major Deegan Expwy | 14,106 | 128* | 1%* | 240 | 2% |
| Tract 143, Kings, NY (Downtown–Heights–Slope / Park Slope, 90 OR 90) | -0.60 | 0.69 | Prospect Expwy | 4,509 | -12 | -0.3% | 43 | 1% |
| Tract 814, Queens, NY (Southwest Queens, 90 OR 90) | -0.40 | 1.05 | Van Wyck Expwy | 4,272 | -126 | -3% | 13 | 0.3% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

* Under Tolling Scenario E, truck traffic proximity would decrease in this census tract even though AADT would increase, because the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could decrease.

*Table X.4. Range of Non-Truck-Traffic Proximity Increases for Environmental Justice-Designated Overburdened Tracts Where Truck Traffic Proximity Would Not Also Increase*

| TOPIC | LOCATION | DATA SHOWN IN TABLE | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE |
|---|---|---|---|---|---|
| Increases in non-truck traffic, as a result of traffic diversions, in communities already overburdened by preexisting air pollution and chronic diseases, but where truck traffic would not also increase | 80 OR 66.66 Environmental Justice Designated Census Tracts | Minimum | 0.31 | 0.03 | 0.08 |
| | | Average | 22.69 | 26.37 | 12.69 |
| | | Maximum | 216.02 | 316.77 | 159.61 |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

*Table X.5. Change in Non-Truck Traffic Proximity for Overburdened Environmental Justice-Designated Tracts Without Truck-Traffic Proximity Increases Under the Adopted Toll Schedule, and which Did Not Appear Under Tolling Scenarios E and G*

| LOCATION | NON-TRUCK TRAFFIC PROXIMITY CHANGE | | | HIGHWAY | NON-TRUCK | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SCENARIO E | | SCENARIO G | | ADOPTED TOLL SCHEDULE | |
| | SCENARIO E | SCENARIO G | ADOPTED TOLL SCHEDULE | | CHANGE (AADT) | CHANGE (%) | CHANGE (AADT) | CHANGE (%) | CHANGE (AADT) | CHANGE (%) |
| Tract 334, Bronx County, NY (Fordham–Bronx Park)* | -6.75 | -4.57 | 0.34 | Bronx River Pkwy | -334 | -0.3% | -102 | -0.1% | -19 | -0.02% |
| Tract 68, Bronx County, NY (Pelham–Throgs Neck) | -1.43 | -0.02 | 0.08 | Bronx River Pkwy | -168 | -0.3% | -8 | 0.0% | 12 | 0.02% |
| Tract 1571.02, Queens County, NY (Southeast Queens)** | 9.43 | 12.32 | 11.28 | Cross Island Pkwy | 463 | 0.4% | 714 | 0.6% | 802 | 0.7% |
| Tract 96, Essex County, NJ (Newark)*** | 2.08 | 1.80 | 3.30 | McCarter Hwy (NJ Rt 21) | 470 | 1% | 404 | 1% | 779 | 2% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

* Closer examination indicates that this tract is predicted to have an increase in non-truck traffic proximity under Scenario E and the adopted toll structure; though the portion of the Bronx River Pkwy passing through the tract is predicted to see a net decrease in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase

** Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), as well as under Tolling Scenario G, Census Tract 1571.02, Queens County shows a potential non-truck traffic proximity increase, but it also shows a potential truck traffic proximity increase due to an increase of less than 1 truck per day on a Cross Island Parkway service road. Because of this small, potential truck traffic proximity increase, this tract was included in Table 17D-15 along with other tracts showing potential truck-traffic proximity increases under Tolling Scenario E. Under the adopted toll schedule, the potential increase in truck traffic proximity is zero, which is why Census Tract 1571.02, Queens County appears in this table

*** Under Tolling Scenarios E and G, Census Tract 96, Essex County, has potential increases in both truck and non-truck traffic proximity. Thus, the tract did not appear in Final EA Tables 17D-12 and 17D-13. Under the adopted toll schedule, the tract has potential truck-traffic proximity decreases, which is why it appears in this table

*Final EA Table 17D-12 & 17D-13. Environmental Justice Tracts and Communities That Could Experience Non-Truck Traffic Proximity Increases without Truck Traffic Proximity Increases under the Adopted Toll Schedule with Scenarios E & G*

This table shows the number of environmental justice-designated tracts in each community with at least one pre-existing pollutant (80th percentile) or chronic disease burden (66.66th percentile). Blue shading behind the numbers of tracts under Tolling Scenarios E and G indicates that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under Tolling Scenario E (Final EA Table 17D-10). For the adopted toll schedule, blue shading also appears behind the number of tracts to indicate that the corresponding community is not identified in the table of communities having highly burdened environmental justice-designated tracts with potential truck-traffic proximity increases under the adopted toll schedule.

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE) | | | HIGHWAY | FINAL EA SCENARIO E | | | FINAL EA SCENARIO G | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE | | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) |
| Bronx, NY | Fordham–Bronx Park | 3 | 8 | 8 | Bronx River Pkwy | 95,415 | -17 | -0.02% | 95,415 | 301 | 0.3% | 105,451 | 10 | 0.01% |
| | | | | | Mosholu Pkwy | 49,364 | 183 | 0.4% | 49,364 | 291 | 1% | 49,364 | 393 | 1% |
| | Kingsbridge–Riverdale** | 1 | 2 | 1 | Bronx River Pkwy | 88,312 | 158 | 0.2% | 88,312 | 502 | 1% | 88,312 | 355 | 0.4% |
| | | | | | Henry Hudson Pkwy | 52,188 | -2,013 | -4% | 52,188 | -1,338 | -3% | 52,188 | -1,226 | -2% |
| | | | | | Major Deegan Expwy | 137,804 | -2,620 | -2% | 137,804 | -1,650 | -1% | 138,304 | -2,256 | -2% |
| | | | | | Mosholu Pkwy | 70,125 | -631 | -1% | 70,125 | -125 | -0.2% | 70,125 | -210 | -0.3% |
| | Northeast Bronx*** | 5 | 4 | 5 | Bronx River Pkwy | 88,312 | 158 | 0.2% | 88,312 | 502 | 1% | 88,312 | 355 | 0.4% |
| | | | | | Hutchinson River Pkwy | 139,000 | -132 | -0.1% | Community does not have tracts with potential traffic increases adjacent to Hutchinson River Pkwy | | | 139,000 | 90 | 0.1% |
| | | | | | New England Thruway | 114,329 | -2,330 | -2% | Community does not have tracts with potential traffic increases adjacent to New England Thruway | | | 114,329 | -1,963 | -2% |
| | Pelham–Throgs Neck | | 5 | 1 | Bronx River Pkwy | Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy | | | Community does not have tracts with potential traffic increases adjacent to Bronx River Pkwy | | | 51,051 | 12 | 0.02% |
| | | | | | Cross Bronx Expwy Ext | All tracts with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also have truck-traffic proximity increases and are included in Table 17D-15 | | | 67,348 | 2,945 | 4% | Tract with non-truck traffic increases adjacent to Cross Bronx Expwy Ext also has truck traffic increases, and is included in Table 17D-15 | | |
| Kings, NY | Bensonhurst–Bay Ridge | | 7 | 5 | Belt Pkwy | All tracts with non-truck traffic increases also have truck-traffic proximity increases and are included in Table 17D-15 | | | 102,954 | 215 | 0.2% | 108,802 | 1,155 | 1% |
| | | | | | Brooklyn Queens Expwy | | | | 53,564 | 2,128 | 4% | 41,286 | 1,472 | 4% |
| | Canarsie–Flatlands | | 2 | 2 | Belt Pkwy | Community does not have tracts with potential traffic increases adjacent to Belt Pkwy | | | 126,307 | 432 | 0.3% | 126,307 | 756 | 1% |
| | Coney Island–Sheepshead Bay | | 7 | 7 | Belt Pkwy | Community does not have tracts with potential traffic increases adjacent to Belt Pkwy | | | 118,945 | 930 | 1% | 118,945 | 1,124 | 1% |
| | East New York | 1 | 1 | 1 | Jackie Robinson Pkwy | 87,492 | 1,440 | 2% | 87,492 | 538 | 1% | 87,492 | 1,382 | 2% |
| New York, NY | Central Harlem–Morningside Heights† | | 3 | 1 | Harlem River Dr | Community does not have tracts with potential traffic increases adjacent to Harlem River Dr | | | 122,662 | 1,037 | 1% | 120,876 | -315 | -0.3% |
| | Lower Manhattan | 1 | 1 | 1 | FDR Dr | 44,052 | 5,755 | 13% | 44,052 | 3,137 | 7% | 44,052 | 1,364 | 3% |
| | Union Square–Lower East Side (Lower East Side) | 4 | 4 | 4 | FDR Dr | 107,507 | 7,672 | 7% | 107,507 | 8,150 | 8% | 107,507 | 7,609 | 7% |

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE) | | | HIGHWAY | FINAL EA SCENARIO E | | | FINAL EA SCENARIO G | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE | | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) |
| Queens, NY | Flushing–Clearview | 1 | 2 | 2 | Cross Island Pkwy | 110,139 | 295 | 0.3% | 110,139 | 282 | 0.3% | 110,139 | 597 | 1% |
| | | | | | Whitestone Expwy | Tract with non-truck traffic increases adjacent to Whitestone Expwy also has truck-traffic increases and is included in Table 17D-15 | | | 163,532 | 1,054 | 1% | 163,532 | 115 | 0.07% |
| | Jamaica†† | 1 | 2 | 1 | Belt Pkwy | 155,884 | -617 | -0.4% | 155,884 | -165 | -0.1% | Community does not have tracts with potential traffic increases adjacent to Belt Pkwy | | |
| | | | | | JFK Expwy | 34,513 | 7 | 0.02% | 34,513 | -262 | -1% | Community does not have tracts with potential traffic increases adjacent to JFK Expwy | | |
| | | | | | Nassau Expwy | 66,009 | -1,023 | -2% | 66,009 | -977 | -1% | Community does not have tracts with potential traffic increases adjacent to Nassau Expwy | | |
| | | | | | Van Wyck Expwy | 159,528 | -138 | -0.09% | 159,528 | 751 | 0.5% | 159,528 | 122 | 0.08% |
| | Ridgewood–Forest Hills | 2 | 2 | 2 | Jackie Robinson Pkwy | 117,227 | 553 | 0.5% | 117,227 | 512 | 0.4% | 117,227 | 651 | 1% |
| | Southeast Queens | 2 | 3 | 4 | Belt Pkwy | 157,617 | 53 | 0.03% | 157,617 | 583 | 0.4% | 157,617 | 321 | 0.2% |
| | | | | | Cross Island Pkwy | 136,974 | -41 | -0.03% | 136,974 | 526 | 0.4% | 125,701 | 544 | 0.4% |
| | | | | | Hook Creek Blvd | 3,356 | 26 | 0.8% | 3,356 | -19 | -1% | 3,356 | -73 | -2% |
| | Southwest Queens | 1 | 3 | 2 | Belt Pkwy | 167,960 | -1,855 | -1% | 167,960 | 841 | 1% | 167,960 | 952 | 1% |
| | | | | | Nassau Expwy | Community does not have tracts with potential traffic increases adjacent to Nassau Expwy | | | 32,379 | -910 | -3% | 32,379 | -631 | -2% |
| | | | | | Van Wyck Expwy | 132,116 | 534 | 0.4% | 132,116 | -535 | -0.4% | Tract with non-truck traffic increases adjacent to Van Wyck Expwy also has truck traffic increases, and is included in Table 17D-15 | | |
| | West Queens | 1 | 3 | 3 | Grand Central Pkwy | Community does not have tracts with potential traffic increases adjacent to Grand Central Pkwy | | | 109,447 | 859 | 1% | 109,447 | 280 | 0.3% |
| | | | | | Long Island Expwy | 184,144 | 1,108 | 0.6% | Community does not have tracts with potential traffic increases adjacent to Long Island Expwy | | | Community does not have tracts with potential traffic increases adjacent to Long Island Expwy | | |
| Bergen, NJ | Fort Lee | | 2 | 1 | I-95 | All tracts with non-truck traffic increases adjacent to I-95 also have truck-traffic proximity increases and are included in Table 17D-15 | | | 136,411 | 9,431 | 7% | 122,339 | 5,770 | 5% |
| | | | | | Palisades Interstate Pkwy | Community does not have tracts with potential traffic increases adjacent to Palisades Interstate Pkwy | | | 64,897 | 1,616 | 2% | 64,897 | 1,068 | 2% |
| | | | | | N Bergen Blvd (US-46) | All tracts with non-truck traffic increases adjacent to N Bergen Blvd (US-46) also have truck-traffic proximity increases and are included in Table 17D-15 | | | 46,580 | 3,170 | 7% | Community does not have tracts with potential traffic increases adjacent to N Bergen Blvd (US-46) | | |
| Essex, NJ | Belleville††† | 1 | | 1 | McCarter Hwy (NJ Rt 21) | 45,515 | 525 | 1% | 45,515 | 479 | 1% | 45,515 | 821 | 2% |
| | East Orange | 3 | 3 | 3 | Garden State Pkwy | 108,539 | 1,296 | 1% | 108,539 | 1,252 | 1% | 108,539 | 1,392 | 1% |
| | | | | | I-280 | 95,485 | -1,958 | -2% | 95,485 | -1,934 | -2% | 95,485 | -1,702 | -2% |
| | Irvington | 6 | 6 | 6 | Garden State Pkwy | 121,204 | 1,475 | 1% | 121,204 | 1,128 | 1% | 121,204 | 1,363 | 1% |
| | Newark | 1 | 1 | 2 | Garden State Pkwy | 128,342 | 1,279 | 1% | 128,342 | 1,126 | 1% | 128,342 | 1,398 | 1% |

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF PRE- EXISTING POLLUTANT (80TH PERCENTILE) OR CHRONIC DISEASE BURDENS (66.66TH PERCENTILE) | | | HIGHWAY | FINAL EA SCENARIO E | | | FINAL EA SCENARIO G | | | ADOPTED TOLL SCHEDULE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FINAL EA SCENARIO E | FINAL EA SCENARIO G | ADOPTED TOLL SCHEDULE | | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) | DAILY NON-TRUCK NO ACTION (AADT)* | DAILY NON-TRUCK CHANGE (AADT) | DAILY NON-TRUCK CHANGE (%) |
| | | | | | McCarter Hwy (NJ Rt 21) | Tract with non-truck traffic increases adjacent to McCarter Hwy (NJ Rt 21) also has truck-traffic proximity increases and is included in Table 17D-15 | | | 42,369 | 404 | 1% | 42,369 | 779 | 2% |
| Union, NJ | Elizabeth§ | 2 | 3 | 3 | I-95 | 115,637 | -1,415 | -1% | 115,637 | -379 | -0.3% | 115,637 | -628 | -1% |
| Nassau, NY | Hempstead | 1 | 2 | 2 | Cross Island Pkwy | 141,039 | -227 | -0.2% | 141,039 | 149 | 0.1% | 141,039 | 234 | 0.2% |
| | | | | | Nassau Expwy | 64,528 | 117 | 0.2% | 64,528 | 6 | 0.01% | 64,528 | 385 | 1% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results not shown for the following communities because no tracts appeared in these communities with potential non-truck traffic increases but without potential truck-traffic increases under the adopted toll schedule: Crotona–Tremont, Bronx County; High Bridge–Morrisania, Bronx County; Sunset Park, Kings County; Downtown–Heights–Slope, Kings County; Washington Heights–Inwood, New York County; Bayside–Little Neck, Queens County; Port Richmond, Richmond County; Hackensack, Bergen County; Palisades Park, Bergen County; Ridgefield, Bergen County; and Jersey City, Hudson County.

* In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll schedule. In these cases, the "No Action" AADT will differ because the section of the highway analyzed differs.

** Under Tolling Scenarios E and G, (as noted on Final EA Tables 17D-12 and 17D-13) as well as the adopted toll schedule, Census Tract 435, Bronx County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.

*** Under Tolling Scenario E (as noted on Final EA Table 17D-12) and the adopted toll schedule, Census Tract 302, Bronx County is predicted to have an increase in non-truck traffic proximity under Tolling Scenario E and the adopted toll schedule; though highways adjacent to the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.

† Under the adopted toll schedule, Census Tract 243.02, New York County, could see in increase in non-truck traffic proximity, even though AADT is predicted to decrease. Though the highway adjacent to the tract is predicted to see decreases in non-truck traffic, the center of its population is near a portion of the highway where modeling indicates that non-truck traffic could increase.

†† Under Tolling Scenarios E and G (as noted in Final EA Tables 17D-12 and 17D-13), Census Tract 306, Queens County is predicted to have an increase in non-truck traffic proximity; though highways passing through the tract are predicted to see net decreases in non-truck traffic, the center of its population is near a portion of a highway where modeling indicates that non-truck traffic could increase.

††† As noted in Final EA Table 17D-12, under Tolling Scenario E, Tract 144, Essex County has a small potential increase in truck traffic that produces a potential truck-traffic proximity change of less than one truck per meter distance.

§ Under Scenarios E & G (as noted in Final EA Tables 17D-12 and 17D-13) as well as under the adopted toll schedule, non-truck traffic proximity is predicted to increase in these census tracts, even though AADT is predicted to see a net decrease; the centers of population in each of the three tracts are closer to portions of the highway where modeling indicates non-truck traffic proximity could increase.

Final EA Table 17D-14. Environmental Justice Tracts and Communities That Could Experience Truck Traffic Proximity Decreases (Tolling Scenario E), With the Adopted Toll Schedule ("90 or 90" Tracts and Communities)

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) |
| Bronx, NY | Crotona–Tremont | 5 | 5 | Major Deegan Expwy | 15,042 | -643 | -4% | 15,042 | -372 | -2% |
| | Fordham–Bronx Park | 1 | 1 | Major Deegan Expwy | 15,024 | -686 | -5% | 15,024 | -414 | -3% |
| | High Bridge–Morrisania | 3 | 2 | Major Deegan Expwy | 11,872 | -165 | -1% | 11,803 | -195 | -2% |
| | Hunts Point–Mott Haven** | 1 | 1 | Bruckner Expwy | 5,624 | 277 | 5% | 5,624 | 263 | 5% |
| | Kingsbridge–Riverdale | 7 | 7 | Major Deegan Expwy | 14,679 | -595 | -4% | 14,679 | -331 | -2% |
| Kings, NY | Borough Park*** | 1 | 1 | Ocean Pkwy | 5,689 | -11 | -0.2% | 5,689 | 64 | 1% |
| New York, NY | Chelsea–Clinton | 1 | 1 | Lincoln Tunnel | 2,069 | -155 | -7% | 2,069 | -273 | -13% |
| Queens, NY | Bayside–Little Neck | | 1 | Long Island Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Long Island Expwy | | | 18,049 | -2 | -0.01% |
| | Flushing–Clearview† | 2 | 3 | Long Island Expwy | 11,340 | -290 | -3% | 11,340 | -371 | -3% |
| | | | | Whitestone Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Whitestone Expwy | | | 7,929 | 174 | 2% |
| | Fresh Meadows | 2 | 2 | Long Island Expwy | 11,542 | -283 | -2% | 11,542 | -357 | -3% |
| | Jamaica | 2 | 2 | Van Wyck Expwy | 7,487 | -104 | -1% | 7,487 | -60 | -1% |
| | Long Island City–Astoria | | 1 | Brooklyn Queens Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Brooklyn Queens Expwy | | | 9,634 | 1,293 | 13% |

Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.

| COUNTY | COMMUNITY | NUMBER OF TRACTS BY NUMBER OF POLLUTANT OR CHRONIC DISEASE BURDENS (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT)* | CHANGE (AADT) | CHANGE (%) |
| | | | | Long Island Expwy | Community does not have tracts with potential truck-traffic decreases adjacent to Long Island Expwy | | | 3,115 | -157 | -5% |
| | Ridgewood–Forest Hills | 5 | 6 | Long Island Expwy | 12,250 | -153 | -1% | 12,250 | -339 | -3% |
| | Southwest Queens | 2 | 1 | Van Wyck Expwy | 5,039 | -102 | -2% | 7,049 | -132 | -2% |
| | West Queens | 6 | 6 | Brooklyn Queens Expwy East | 2,303 | -64 | -3% | 2,303 | -28 | -1% |
| | | | | Long Island Expwy | 12,443 | -170 | -1% | 12,443 | -338 | -3% |
| Essex, NJ | Belleville | | 1 | McCarter Hwy (NJ Rt 21) | Community does not have tracts with potential truck-traffic decreases adjacent to McCarter Hwy | | | 5,499 | -4 | -0.1% |
| | Newark | 9 | 10 | I-78 | 13,535 | -547 | -4% | 13,535 | -425 | -3% |
| | | | | I-95 | 12,573 | -124 | -1% | 12,573 | -25 | -0.2% |
| | | | | McCarter Hwy | 5,154 | -23 | -0.4% | 5,168 | -16 | -0.3% |
| | | | | US 1-9 | 7,274 | -30 | -0.4% | 7,274 | -74 | -1% |
| | | | | US 22 | 5,018 | -24 | -0.5% | 5,018 | -31 | -1% |
| Hudson, NJ | Jersey City | 2 | 2 | I-78 | 1,538 | -580 | -38% | 1,538 | -361 | -23% |
| | | | | Pulaski Skwy | 4,622 | -142 | -3% | 4,622 | -5 | -0.1% |
| | Union City | 3 | 3 | NJ 495 | 7,813 | -703 | -9% | 7,813 | -863 | -11% |
| Union, NJ | Union | 2 | 2 | I-78 | 8,569 | -310 | -4% | 8,569 | -239 | -3% |
| | | | | US 22 | 4,289 | -1 | -0.03% | 4,289 | -3 | -0.1% |
| Nassau, NY | Hempstead | 1 | 1 | Nassau Expwy | 1,708 | -2 | -0.1% | 1,708 | -1 | -0.1% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results are not shown for Downtown–Heights–Slope (Park Slope) because no tracts with potential truck-traffic proximity decreases appeared in this community under the adopted toll schedule.

* In some cases, specific tracts with potential traffic increases along a certain highway and within a community and differ between Scenario E, Scenario G, and the adopted toll schedule. In these cases, the "No Action" AADT will differ because the section of the highway analyzed differs.

** Under Tolling Scenario E (as noted in Final EA Table 17D-14) as well as the adopted toll schedule, truck traffic proximity is predicted to decrease in Census Tract 27.02, Bronx County, even though AADT on this highway shows a net increase. The center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

*** Under the adopted toll schedule, Truck traffic proximity decreases in Census Tract 494, Kings County, even though AADT on this highway shows a net increase. Though the highway adjacent to the tract is predicted to see increases in truck traffic, the center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

† Under the adopted toll schedule, Truck traffic proximity decreases in Census Tract 889.01, Queens County, even though AADT on the Whitestone Expwy shows a net increase. The center of the tract's population is near a portion of the highway where modeling indicates that truck traffic could decrease.

*Final EA Table 17D-15. Environmental Justice Tracts and Communities That May Need Mitigation (Tolling Scenario E), With the Adopted Toll Schedule ("90 or 90" Tracts and Communities)*

| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| Bronx, NY | Crotona–Tremont | 16 | 16 | Cross Bronx Expwy | 21,819 | 168 | 1% | 21,819 | 237 | 1% |
| | High Bridge–Morrisania | 4 | 5 | Cross Bronx Expwy | 21,819 | 168 | 1% | 21,819 | 237 | 1% |
| | | | | Major Deegan Expwy | Community does not have tracts with potential truck-traffic increases adjacent to Major Deegan Expwy | | | 14,106 | 240 | 2% |
| | Hunts Point–Mott Haven | 11 | 11 | Major Deegan & Bruckner Expwys | 7,618 | 874 | 11% | 7,618 | 695 | 9% |
| | | | | Approach to RFK Bridge | 9,868 | 1,339 | 14% | 9,868 | 1,100 | 11% |
| | Northeast Bronx | 1 | 1 | New England Thruway | 13,640 | 191 | 1% | 13,640 | 106 | 1% |
| | Pelham–Throgs Neck | 17 | 17 | Cross Bronx Expwy Ext. | 9,580 | 398 | 4% | 9,580 | 388 | 4% |
| | | | | Throgs Neck Expwy | 4,194 | 50 | 1% | 4,194 | 73 | 2% |
| | | | | Bruckner Expwy | 5,624 | 277 | 5% | 5,624 | 263 | 5% |
| Kings, NY | Bensonhurst–Bay Ridge | 2 | 2 | Gowanus Expwy | 8,328 | 495 | 6% | 8,328 | 270 | 3% |
| | Downtown–Heights–Slope (Downtown Brooklyn–Fort Greene)* | 8 | 9 | Brooklyn Queens Expwy | 14,107 | 891 | 6% | 14,107 | 378 | 3% |
| | | | | Prospect Expwy | Community does not have tracts with potential truck-traffic increases adjacent to Prospect Expwy | | | 5,942 | 51 | 1% |
| | Greenpoint (South Williamsburg)** | 7 | 7 | Brooklyn Queens Expwy | 15,762 | 878 | 6% | 15,762 | 452 | 3% |
| | Sunset Park | 15 | 15 | Gowanus Expwy | 10,015 | 632 | 6% | 10,015 | 290 | 3% |
| New York, NY | East Harlem | 2 | 2 | Approach to RFK Bridge | 1,513 | 1,556 | 103% | 1,513 | 423 | 28% |
| | Randall's Island*** | 1 | 1 | RFK Bridge on Randall's Island | 12,432 | 3,170 | 25% | 12,432 | 1,913 | 15% |

Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.

| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| | Washington Heights–Inwood | 3 | 3 | Trans-Manhattan Expwy | 17,370 | 385 | 2% | 17,370 | 338 | 2% |
| Queens, NY | Bayside–Little Neck | 5 | 4 | Clearview Expwy | 12,029 | 485 | 4% | 12,029 | 480 | 4% |
| | Flushing–Clearview | 2 | 1 | Clearview Expwy | 14,332 | 631 | 4% | 14,332 | 602 | 4% |
| | | | | Whitestone Expwy | 7,929 | 455 | 6% | Community does not have tracts with potential truck-traffic increases adjacent to Whitestone Expwy | | |
| | Jamaica | 4 | 4 | Van Wyck Expwy | 8,876 | 303 | 3% | 8,876 | 50 | 1% |
| | Long Island City–Astoria | 7 | 6 | Grand Central Pkwy | 9,935 | 2,522 | 25% | 9,935 | 1,447 | 15% |
| | | | | Brooklyn Queens Expwy | 12,572 | 1,982 | 16% | 12,572 | 1,308 | 10% |
| | | | | Long Island Expwy | 5,247 | 260 | 5% | 5,247 | -96 | -2% |
| | Southeast Queens† | 2 | 1 | Clearview Expwy | 7,649 | 59 | 1% | 7,649 | 67 | 1% |
| | Southwest Queens†† | 2 | 3 | Van Wyck Expwy | 7,264 | 12 | 0.2% | 5,999 | 66 | 1% |
| | West Queens | 9 | 9 | Long Island Expwy | 5,247 | 260 | 5% | 5,247 | -96 | -2% |
| | | | | Brooklyn Queens Expwy | 8,657 | 1,696 | 20% | 8,657 | 1,024 | 12% |
| Richmond, NY | Port Richmond | 2 | 2 | MLK Expwy | 3,023 | 339 | 11% | 3,023 | 84 | 3% |
| | Stapleton–St. George | 1 | 1 | Staten Island Expwy | 8,625 | 763 | 9% | 8,625 | 363 | 4% |
| Bergen, NJ | Fort Lee | 2 | 2 | I-95 | 21,427 | 368 | 2% | 21,427 | 438 | 2% |
| | | | | N Bergen Blvd (US-46) | 6,499 | 312 | 5% | 6,499 | 162 | 2% |
| | | | | NJ Rt 4 | 12,413 | 35 | 0.3% | 12,413 | 105 | 1% |
| | Hackensack | 1 | 1 | I-80 | 15,034 | 208 | 1% | 15,034 | 68 | 0.5% |
| | Ridgefield Park Village | 1 | 1 | US-46 | 3,202 | 195 | 6% | 3,202 | 44 | 1% |

Draft, Privileged and Confidential – for discussion purposes only; data still being assessed.

| COUNTY | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT OR CHRONIC DISEASE BURDEN (90TH PERCENTILE) | | HIGHWAY | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) | NO ACTION (AADT) | CHANGE (AADT) | CHANGE (%) |
| | Palisades Park | 1 | 1 | US-1-9-46 | 2,854 | 344 | 12% | 2,854 | 70 | 2% |
| | Lodi | 1 | 1 | I-80 | 9,976 | 164 | 2% | 9,976 | 211 | 2% |
| | | | | NJ Rt 17 | 9,387 | 345 | 4% | 9,387 | 258 | 3% |
| | | | | US-46 | 4,420 | 13 | 0.3% | 4,420 | 8 | 0.2% |
| | Paramus | 1 | 1 | NJ Rt 17 | 8,890 | 335 | 4% | 8,890 | 201 | 2% |
| | | | | NJ Rt 4 | 7,300 | 3 | 0.04% | 7,300 | -42 | -1% |
| | Ridgefield | 1 | 1 | I-95 | 10,644 | 266 | 2% | 10,644 | 66 | 1% |
| | | | | US-9 | 2,905 | 48 | 2% | 2,905 | 29 | 1% |
| Essex, NJ | East Orange | 1 | 1 | I-280 | 5,688 | 115 | 2% | 5,688 | 137 | 2% |
| | Newark | 6 | 5 | McCarter Hwy (NJ Rt 21) | 6,381 | 17 | 0.3% | Community does not have tracts with potential truck-traffic increases adjacent to McCarter Hwy (NJ Rt 21) | | |
| | | | | I-280 | 6,425 | 117 | 2% | 6,425 | 138 | 2% |
| | West Orange | 1 | 1 | I-280 | 5,618 | 116 | 2% | 5,618 | 136 | 2% |
| | City of Orange | 2 | 2 | I-280 | 5,722 | 115 | 2% | 5,722 | 135 | 2% |
| Hudson, NJ | Bayonne | 4 | 4 | NJ Rt 440 | 7,432 | 443 | 6% | 7,432 | 238 | 3% |
| | Harrison | 2 | 2 | I-280 | 6,951 | 118 | 2% | 6,951 | 155 | 2% |
| | Jersey City | 5 | 5 | Tonnelle Ave | 4,461 | 540 | 12% | 4,461 | 479 | 11% |
| | | | | NJ Rt 139 | 3,571 | 207 | 6% | 3,571 | 341 | 10% |
| | Kearny | 1 | 1 | I-280 | 6,954 | 107 | 2% | 6,954 | 154 | 2% |
| | | | | NJ Rt 9 | 11,481 | 359 | 3% | 11,481 | 260 | 2% |
| Nassau, NY | North Hempstead | 2 | 2 | Long Island Expwy | 7,744 | 3 | 0.04% | 7,744 | 3 | 0.04% |

Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

Results are not shown for Ridgewood–Forest Hills because no tracts with potential truck-traffic proximity increases appeared in this community under the adopted toll schedule.

In the Final EA, No Build truck AADT and Scenario E truck AADT change were miscalculated for a few portions of highways described in Tables 17D-15. This table includes corrected values. These corrections do not change the conclusions of the Final EA, as potential truck-traffic proximity increases of any magnitude were used to identify tracts and communities for potential effects and mitigation.

* As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled "Downtown Brooklyn-Fort Greene" to further specify location.

** As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as "South Williamsburg" to further specify location.

*** As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as "Randall's Island" to further specify location.

† Under Tolling Scenario E (as noted in Final EA Tables 17D-10 and 17D-15), Census Tract 1571.02, Queens County, a truck traffic proximity increase is predicted due to an increase of less than 1 truck per day on a Cross Island Parkway service road under Tolling Scenario E; the tract does not have potential truck-traffic proximity increases under the adopted toll schedule.

†† No Action AADT differs between Tolling Scenario E and adopted toll schedule on the Van Wyck Expwy because an additional tract with potential truck-traffic proximity increases under adopted toll schedule extends the length of the highway along which the No Action AADT was measured.

*Final EA Table 17D-17. Environmental Justice Tracts and Communities That Would Merit Place-Based Mitigation (Scenario E), With the Adopted Toll Schedule ("90 and 90" Tracts and Communities)*

| COUNTY | MAP MARKER | COMMUNITY | NO. OF TRACTS WITH AT LEAST ONE PRE-EXISTING POLLUTANT AND CHRONIC DISEASE BURDEN | | HIGHWAYS | DAILY TRUCK VOLUME | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | FINAL EA SCENARIO E | | | ADOPTED TOLL SCHEDULE | | |
| | | | FINAL EA SCENARIO E | ADOPTED TOLL SCHEDULE | | No Action (AADT) | Change (AADT) | Change (%) | No Action (AADT) | Change (AADT) | Change (%) |
| Bronx, NY | 1 | High Bridge–Morrisania and Crotona–Tremont | 18 | 18 | Cross Bronx Expwy | 21,819 | 168 | 0.8% | 21,819 | 237 | 1.1% |
| | | | 0 | 1 | Major Deegan Expwy | Community does not have tracts with potential truck traffic increases adjacent to Major Deegan Expwy | | | 14,106 | 240 | 1.7% |
| | 2 | Hunts Point–Mott Haven/Pelham–Throgs Neck | 14 | 14 | Bruckner Expwy | 5,624 | 277 | 4.9% | 5,624 | 263 | 4.7% |
| | 3 | Hunts Point–Mott Haven | 3 | 3 | Major Deegan & Bruckner Expwys | 7,618 | 874 | 11.5% | 7,618 | 695 | 9.1% |
| | | | 1* | 1* | Approach to RFK Bridge | 9,868 | 1,339 | 13.6% | 9,868 | 1,100 | 11.1% |
| | 4 | Pelham–Throgs Neck | 1 | 1 | Throgs Neck Expwy | 4,194 | 50 | 1.2% | 4,194 | 73 | 1.7% |
| | | | 1 | 1 | Cross Bronx Expwy Ext. | 9,580 | 398 | 4.2% | 9,580 | 388 | 4.1% |
| | 5 | Northeast Bronx | 1 | 1 | New England Thruway | 13,640 | 191 | 1.4% | 13,640 | 106 | 0.8% |
| New York, NY | 6 | East Harlem | 2 | 2 | RFK Bridge Approach at E 125th St | 1,702 | 1,924 | 113.0% | 1,702 | 672 | 39.5% |
| | 7 | Randall's Island** | 1 | 1 | RFK Bridge on Randall's Island | 12,432 | 3,170 | 25.5% | 12,432 | 1,913 | 15.4% |
| Kings, NY | 8 | Downtown–Heights–Slope (Downtown Brooklyn–Fort Greene)*** | 3 | 3 | Brooklyn Queens Expwy | 14,107 | 891 | 6.3% | 14,107 | 378 | 2.7% |
| | 9 | Greenpoint (South Williamsburg)† | 4 | 4 | Brooklyn Queens Expwy | 15,870 | 853 | 5.4% | 15,870 | 428 | 2.7% |
| Essex, NJ | 10 | Orange–East Orange–Newark | 6 | 6 | I-280 | 6,106 | 116 | 1.9% | 6,106 | 137 | 2.2% |
| Bergen, NJ | 11 | Fort Lee | 1 | 1 | I-95/George Washington Bridge | 14,768 | 195 | 1.3% | 14,768 | 231 | 1.6% |

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Source: U.S. Census Bureau, ACS 2015-2019 5-Year Estimates; USEPA NATA 2017 and Agency Air Quality System 2018 via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2021 and 2023.

Notes:

As in Final EA Table 17D-17, this table lists the 13 identified communities under both Tolling Scenario E and the adopted toll schedule into 11 rows. Census Tract 3009, Nassau County, not shown. As noted in Final EA, Table 17D-17, "closer examination indicates that this tract is shown with a potential increase in truck traffic proximity under Tolling Scenario E; though roadways passing through the tract have the potential to see decreases in truck traffic, the center of its population is near [a portion of] a roadway where modeling indicates that truck traffic could increase."

In the Final EA, No Build truck AADT and Scenario E truck AADT change were miscalculated for a portion of a highway described in Table 17D-17. This table includes corrected values. These corrections do not change the conclusions of the Final EA, as potential truck-traffic proximity increases of any magnitude were used to identify tracts and communities for potential effects and mitigation.

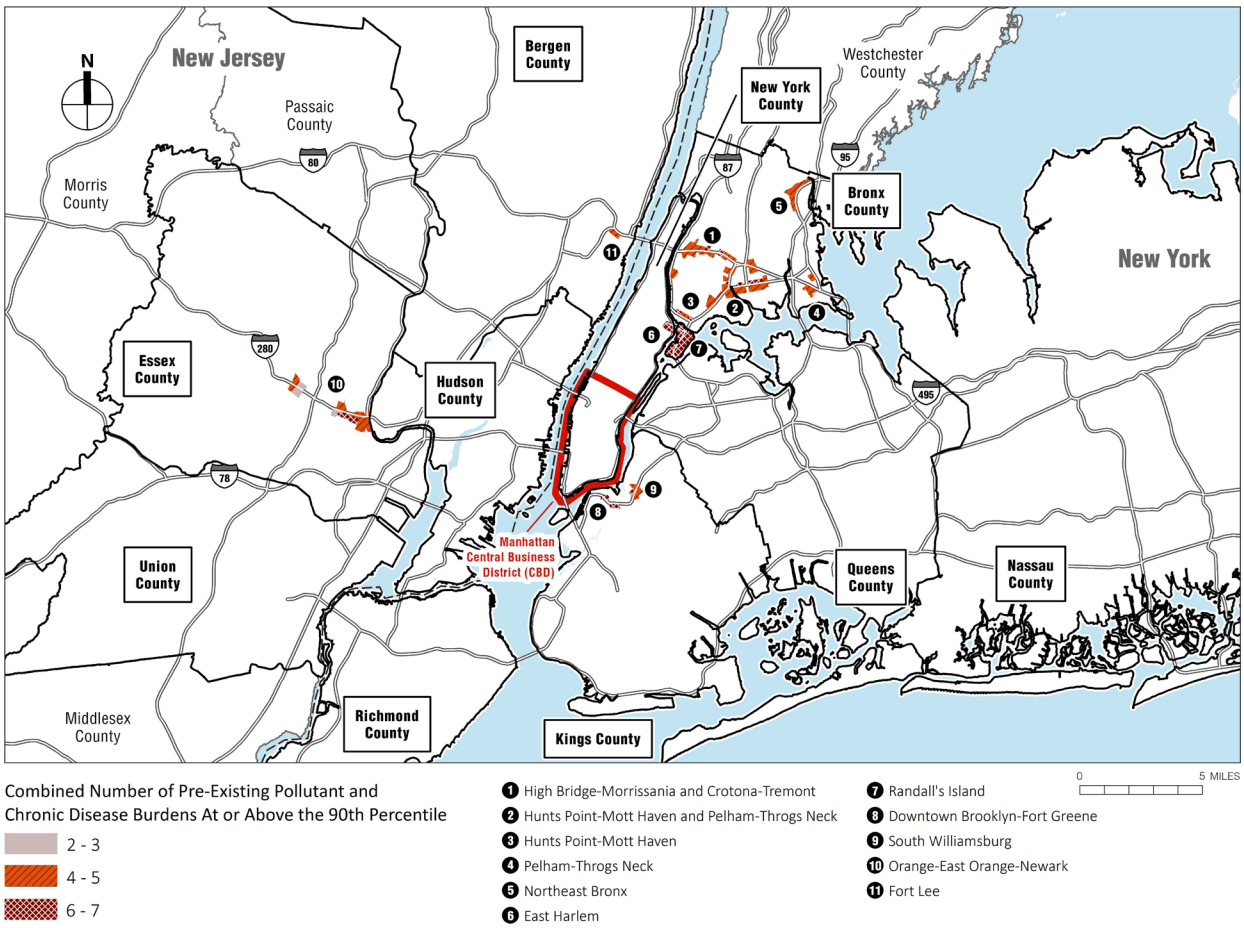
* Census Tract 27.01, Bronx County, immediately north of junction between RFK Bridge approach and Bruckner Expwy; tract also included in row for Major Deegan & Bruckner Expwys above.

** As noted in Final EA, Appendix D to Appendix 17D, part of the East Harlem UHF neighborhood, but labeled as "Randall's Island" to further specify location.

*** As noted in Final EA, Appendix D to Appendix 17D, Part of the Downtown–Heights–Slope UHF neighborhood but labelled "Downtown Brooklyn-Fort Greene" to further specify location.

† As noted in Final EA, Appendix D to Appendix 17D, Part of the Greenpoint UHF neighborhood, but labeled as "South Williamsburg" to further specify location.

*Figure 17D-18. Environmental Justice Census Tracts with High Pre-Existing Pollutant and Chronic Disease Burdens Where Truck Traffic Proximity Could Potentially Increase (Adopted Toll Schedule)*




Source: USEPA NATA and Agency Air Quality System via EJScreen 2021 data; CDC PLACES Estimates 2020 via EJI 2022 data; BPM, WSP 2023.

Note: Percentiles are national. Census Tract 3009, Nassau County not shown. Potential truck volume increases and decreases on roadways within the tract would ultimately cancel each other out and result in no change of truck traffic proximity for the residential populations within the tract.

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| 17 – Environmental Justice | Low-income drivers | The EA as published in August 2022 found the increased cost to drivers with the new CBD toll would disproportionately affect low-income drivers to the Manhattan CBD who do not have a reasonable alternative for reaching the Manhattan CBD. With further analysis of the population affected and the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on low-income drivers. | 28-county study area | Narrative | The increased cost to drivers would occur under all tolling scenarios. | | | | | | | Yes | **Mitigation needed.** The Project will include a tax credit for CBD tolls paid by residents of the Manhattan CBD whose New York adjusted gross income for the taxable year is less than $60,000. TBTA will coordinate with the New York State Department of Taxation and Finance (NYS DTF) to ensure availability of documentation needed for drivers eligible for the NYS tax credit.<br><br>TBTA will post information related to the tax credit on the Project website, with a link to the appropriate location on the NYS DTF website to guide eligible drivers to information on claiming the credit.<br><br>TBTA will eliminate the $10 refundable deposit currently required for E-ZPass customers who do not have a credit card linked to their account, and which is sometimes a barrier to access.<br><br>TBTA will provide enhanced promotion of existing E-ZPass payment and plan options, including the ability for drivers to pay per trip (rather than a pre-loaded balance), refill their accounts with cash at participating retail locations, and discount plans already in place, about which they may not be aware.<br><br>TBTA will coordinate with MTA to provide outreach and education on eligibility for existing discounted transit fare products and programs, including those for individuals 65 years of age and older, those with disabilities, and those with low incomes, about which many may not be aware.<br><br>The Project Sponsors commit to establishing an Environmental Justice Community Group that will meet on a quarterly basis, with the first meeting taking place prior to Project implementation, to share updated data and analysis and hear about potential | Incorporating the identified mitigation, no disproportionately high and adverse effect would occur on low-income drivers. | No (with identified mitigation) | No change in identified mitigation needed. The adopted toll schedule incorporates the mitigation commitments of the Final EA. |

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| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| | | | | | | | | | | | | | concerns. As it relates to environmental justice, the Project Sponsors will continue providing meaningful opportunities for participation and engagement by sharing updated data and analysis, listening to concerns, and seeking feedback on the toll setting process.<br><br>TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final CBD toll structure; this will benefit low-income drivers who travel during that time.<br><br>For five years, TBTA commits to a Low-Income Discount Plan for low-income frequent drivers who will benefit from a 25 percent discount on the full CBD E-ZPass toll rate for the applicable time of day after the first 10 trips in each calendar month (not including the overnight period, which will already be deeply discounted).<br><br>**Enhancement**<br><br>TBTA will coordinate with MTA NYCT to improve bus service in areas identified in the EA as the Brooklyn and Manhattan Bus Network Redesigns move forward. | | | |

*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO | | | | | | | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | A | B | C | D | E | F | G | | | | | |
| **17 – Environmental Justice** | Taxi and FHV drivers | The EA as published in August 2022 found a potential disproportionately high and adverse effect would occur to taxi and FHV drivers in New York City, who largely identify as minority populations, in tolling scenarios that toll their vehicles more than once a day. This would occur in unmodified Tolling Scenarios A, D, and G; for FHV drivers, it would also occur in Tolling Scenarios C and E. The adverse effect would be related to the cost of the new CBD toll and the reduction of VMT for taxis and FHVs, which would result in a decrease in revenues that could lead to losses in employment. With the addition of new mitigation, the Final EA concludes there would not be a disproportionately high and adverse effect on taxi and FHV drivers. | New York City | Narrative | Potential adverse effect would occur in Tolling Scenarios A, D, and G, which would not have caps or exemptions for taxis and FHV drivers. | | | | | | | Yes | **Mitigation needed.** TBTA will ensure that a toll structure with tolls of no more than once per day for taxis or FHVs is included in the final CBD toll structure. | No disproportionately high and adverse effect would occur on New York City taxi and FHV drivers with the adopted toll schedule | No) | **No mitigation needed.** |
| | | | | Change in daily taxi/FHV VMT with passengers in the CBD relative to No Action Alternative: Scenarios included in EA | -21,498 (-6.6%) | +15,020 (+4.6%) | -11,371 (-3.5%) | -54,476 (-16.8%) | -25,621 (-7.9%) | +4,962 (+1.5%) | -27,757 (-8.6%) | | | -904 (-0.3%) | | |
| | | | | Net change in daily taxi/FHV trips to CBD relative to scenarios included in EA: Additional analysis to assess effects of caps or exemptions | Tolls capped at 1x / Day: +2% | — | — | Tolls capped at 1x / Day: +3% Exempt: +50% | — | — | Tolls capped at 1x / Day: +2% | | | NA | | |

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*Final EA, Table ES-5, Summary of Benefits and Effects for the CBD Tolling Alternative with Comparison of Tolling Scenarios – with the Adopted Toll Schedule*

| EA CHAPTER | TOPIC | SUMMARY OF EFFECTS | LOCATION | DATA SHOWN IN TABLE | FINAL EA TOLLING SCENARIO A B C D E F G | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS | ADOPTED TOLL SCHEDULE | POTENTIAL ADVERSE EFFECT | MITIGATION AND ENHANCEMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| **17 – Environmental Justice (Cont'd)** | Increases or decreases in traffic, as a result of traffic diversions, in communities already overburdened by pre-existing air pollution and chronic diseases | Certain environmental justice communities would benefit from decreased traffic; some communities that are already overburdened by pre-existing air pollution and chronic diseases could see an adverse effect as a result of increased traffic. | The specific census tracts that would experience increased or decreased traffic change slightly depending on the tolling scenario. The following communities could have census tracts that merit place-based mitigation: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn–Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. | Narrative | Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic would vary somewhat, but the identified communities remain largely the same across tolling scenarios. Under Tolling Scenario G, Fort Lee would not experience increases. | Yes | **Mitigation needed.**<br>**Regional Mitigation**<br>TBTA will ensure the overnight toll for trucks and other vehicles is reduced to at or below 50 percent of the peak toll from at least 12:00 a.m. to 4:00 a.m. in the final toll structure; this will reduce truck diversions.<br>NYCDOT will expand the NYC Clean Trucks Program to accelerate the replacement of eligible diesel trucks, which travel on highways in certain environmental justice communities where the Project is projected to increase truck traffic, to lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles.<br>NYCDOT will expand its off-hours delivery program in locations where the Project is projected to increase truck diversions to reduce daytime truck traffic and increase roadway safety in certain environmental justice communities.<br>**Place-based Mitigation**<br>TBTA will toll vehicles traveling northbound on the FDR Drive that exit at East Houston Street and then turn to immediately travel south on FDR Drive; this will mitigate modeled non-truck traffic increases on the FDR Drive between the Brooklyn Bridge and East Houston Street.<br>NYCDOT will coordinate to replace diesel-burning TRUs at Hunts Point with cleaner vehicles.<br>NYSDOT will coordinate to expand electric truck charging infrastructure.<br>The Project Sponsors will coordinate to install roadside vegetation to improve near-road air quality.<br>The Project Sponsors will renovate parks and greenspaces.<br>The Project Sponsors will install or upgrade air filtration units in schools.<br>The Project Sponsors will coordinate to expand existing asthma case management programs and create new community-based asthma programming through a neighborhood asthma center in the Bronx. | Census tracts with pre-existing air pollutant and chronic disease burdens that would benefit from reduced traffic, and those affected by increased traffic vary somewhat from the Final EA, as anticipated.<br><br>The communities that merit place-based mitigation remain the same as those identified in the Final EA: High Bridge–Morrisania, Crotona–Tremont, Hunts Point–Mott Haven, Pelham–Throgs Neck, Northeast Bronx, East Harlem, Randall's Island, Lower East Side/Lower Manhattan, Downtown Brooklyn, Fort Greene, South Williamsburg, Orange, East Orange, Newark, and Fort Lee. (See Note 1.) | Yes | **No change in identified mitigation needed.** |

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Note:

1 Based on analysis of the adopted toll schedule, communities and census tracts where place-based mitigation measures will be implemented have been confirmed – the specific siting and equitable distribution of mitigation measures is being determined through analysis of data on needs and feasibility and coordination among the Project Sponsors, the Environmental Justice Community Group (representing the 10-county environmental justice study area), and relevant stakeholders and implementing agencies.

**OVERALL PROJECT ENHANCEMENT.** The Project Sponsors commit to ongoing monitoring and reporting of potential effects of the Project, including for example, traffic entering the CBD, vehicle-miles traveled in the CBD; transit ridership from providers across the region; bus speeds within the CBD; air quality and emissions trends; parking; and Project revenue. Data will be collected in advance and after implementation of the Project. A formal report on the effects of the Project will be issued one year after implementation and then every two years. In addition, a reporting website will make data, analysis, and visualizations available in open data format to the greatest extent practicable. Updates will be provided on at least a bi-annual basis as data becomes available and analysis is completed. This data will also be used to support an adaptive management approach to monitoring the efficacy of mitigation, and adjustments as warranted.

| | AM Peak Hour | | | | |
|---|---|---|---|---|---|
| | **Performance Measures** | **Existing Condition** | **No Action Alternative** | **With Action Alternative adopted toll structure** | **Incremental Change** |
| | **Hourly Volume** | | | | |
| Northbound | Bayonne | 1,075 | 1,091 | 1,370 | 279 |
| | RFK | 4,452 | 4,575 | 5,108 | 533 |
| | Eastern Spur I-95 (Pre-ramp) | 152 | 152 | 204 | 52 |
| | Merge from 495 | 641 | 660 | 658 | -2 |
| | Eastern Spur I-95 (Post-ramp) | 793 | 811 | 862 | 50 |
| Southbound | Bayonne | 659 | 678 | 752 | 74 |
| | RFK | 4,951 | 5,127 | 5,548 | 421 |
| | Eastern Spur I-95 (Pre-ramp) | 1,063 | 1,145 | 1,154 | 8 |
| | Diverge to 495 | 630 | 627 | 657 | 30 |
| | Eastern Spur I-95 (Post-ramp) | 433 | 519 | 497 | -22 |
| | **Density (pc/mi/ln)** | | | | |
| Northbound | Bayonne | 15.4 | 15.6 | 19.2 | 3.6 |
| | RFK | 31.1 | 32.0 | 35.7 | 3.7 |
| | Eastern Spur I-95 (Pre-ramp) | 1.4 | 1.4 | 1.8 | 0.4 |
| | Merge from 495 | 8.2 | 8.4 | 8.6 | 0.2 |
| | Eastern Spur I-95 (Post-ramp) | 6.5 | 6.7 | 7.0 | 0.3 |
| Southbound | Bayonne | 10.5 | 10.8 | 11.7 | 0.9 |
| | RFK | 34.4 | 35.6 | 38.5 | 2.9 |
| | Eastern Spur I-95 (Pre-ramp) | 8.6 | 9.3 | 9.2 | -0.1 |
| | Diverge to 495 | 8.1 | 8.7 | 8.7 | 0.0 |
| | Eastern Spur I-95 (Post-ramp) | 3.4 | 4.1 | 3.9 | -0.2 |
| | **Level of Service (LOS)** | | | | |
| Northbound | Bayonne | B | B | C | - |
| | RFK | D | D | E | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Merge from 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |
| Southbound | Bayonne | A | A | B | - |
| | RFK | D | E | E | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Diverge to 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |

| | MD Peak Hour | | | | |
|---|---|---|---|---|---|
| | **Performance Measures** | **Existing Condition** | **No Action Alternative** | **With Action Alternative adopted toll structure** | **Incremental Change** |
| | **Hourly Volume** | | | | |
| Northbound | Bayonne | 459 | 434 | 695 | 261 |
| | RFK | 4,325 | 4,381 | 4,656 | 275 |
| | Eastern Spur I-95 (Pre-ramp) | 225 | 195 | 263 | 68 |
| | Merge from 495 | 572 | 569 | 594 | 25 |
| | Eastern Spur I-95 (Post-ramp) | 798 | 764 | 857 | 93 |
| Southbound | Bayonne | 592 | 585 | 690 | 105 |
| | RFK | 3,430 | 3,551 | 4,106 | 555 |
| | Eastern Spur I-95 (Pre-ramp) | 637 | 629 | 797 | 168 |
| | Diverge to 495 | 596 | 586 | 623 | 37 |
| | Eastern Spur I-95 (Post-ramp) | 40 | 43 | 174 | 131 |
| | **Density (pc/mi/ln)** | | | | |
| Northbound | Bayonne | 7.4 | 7.0 | 10.5 | 3.5 |
| | RFK | 30.4 | 30.8 | 33.3 | 2.5 |
| | Eastern Spur I-95 (Pre-ramp) | 1.9 | 1.7 | 2.3 | 0.6 |
| | Merge from 495 | 8.3 | 8.1 | 8.5 | 0.4 |
| | Eastern Spur I-95 (Post-ramp) | 6.8 | 6.5 | 7.1 | 0.6 |
| Southbound | Bayonne | 9.8 | 9.6 | 11.0 | 1.4 |
| | RFK | 24.7 | 25.6 | 29.4 | 3.8 |
| | Eastern Spur I-95 (Pre-ramp) | 5.4 | 5.3 | 6.6 | 1.3 |
| | Diverge to 495 | 5.1 | 5.0 | 6.2 | 1.2 |
| | Eastern Spur I-95 (Post-ramp) | 0.4 | 0.4 | 1.3 | 0.9 |
| | **Level of Service (LOS)** | | | | |
| Northbound | Bayonne | A | A | A | - |
| | RFK | D | D | D | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Merge from 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |
| Southbound | Bayonne | A | A | A | - |
| | RFK | C | C | D | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Diverge to 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |

| | PM Peak Hour | | | | |
|---|---|---|---|---|---|
| | **Performance Measures** | **Existing Condition** | **No Action Alternative** | **With Action Alternative adopted toll structure** | **Incremental Change** |
| | **Hourly Volume** | | | | |
| Northbound | Bayonne | 563 | 570 | 735 | 165 |
| | RFK | 4,710 | 4,704 | 5,251 | 548 |
| | Eastern Spur I-95 (Pre-ramp) | 418 | 436 | 498 | 62 |
| | Merge from 495 | 805 | 805 | 852 | 47 |
| | Eastern Spur I-95 (Post-ramp) | 1,223 | 1,241 | 1,350 | 109 |
| Southbound | Bayonne | 791 | 814 | 984 | 170 |
| | RFK | 4,159 | 4,344 | 4,974 | 629 |
| | Eastern Spur I-95 (Pre-ramp) | 801 | 792 | 827 | 35 |
| | Diverge to 495 | 761 | 755 | 786 | 31 |
| | Eastern Spur I-95 (Post-ramp) | 40 | 37 | 41 | 4 |
| | **Density (pc/mi/ln)** | | | | |
| Northbound | Bayonne | 7.8 | 7.9 | 10.0 | 2.1 |
| | RFK | 31.3 | 31.2 | 35.1 | 3.9 |
| | Eastern Spur I-95 (Pre-ramp) | 3.1 | 3.2 | 3.7 | 0.5 |
| | Merge from 495 | 10.4 | 10.5 | 11.1 | 0.6 |
| | Eastern Spur I-95 (Post-ramp) | 9.1 | 9.2 | 10.0 | 0.8 |
| Southbound | Bayonne | 11.2 | 11.6 | 13.7 | 2.1 |
| | RFK | 27.9 | 29.1 | 33.3 | 4.2 |
| | Eastern Spur I-95 (Pre-ramp) | 5.9 | 5.9 | 6.2 | 0.3 |
| | Diverge to 495 | 5.6 | 5.5 | 5.8 | 0.3 |
| | Eastern Spur I-95 (Post-ramp) | 0.3 | 0.3 | 0.3 | 0.0 |
| | **Level of Service (LOS)** | | | | |
| Northbound | Bayonne | A | A | A | - |
| | RFK | D | D | E | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Merge from 495 | A | A | B | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |
| Southbound | Bayonne | B | B | B | - |
| | RFK | D | D | D | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Diverge to 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |

| | LN Peak Hour | | | | |
|---|---|---|---|---|---|
| | **Performance Measures** | **Existing Condition** | **No Action Alternative** | **With Action Alternative adopted toll structure** | **Incremental Change** |
| | **Hourly Volume** | | | | |
| Northbound | Bayonne | 173 | 175 | 185 | 10 |
| | RFK | 847 | 866 | 935 | 69 |
| | Eastern Spur I-95 (Pre-ramp) | 15 | 16 | 14 | -2 |
| | Merge from 495 | 341 | 343 | 349 | 6 |
| | Eastern Spur I-95 (Post-ramp) | 356 | 360 | 363 | 4 |
| Southbound | Bayonne | 207 | 207 | 223 | 16 |
| | RFK | 833 | 847 | 1,455 | 607 |
| | Eastern Spur I-95 (Pre-ramp) | 347 | 354 | 364 | 10 |
| | Diverge to 495 | 334 | 340 | 351 | 11 |
| | Eastern Spur I-95 (Post-ramp) | 13 | 14 | 12 | -1 |
| | **Density (pc/mi/ln)** | | | | |
| Northbound | Bayonne | 2.6 | 2.6 | 2.7 | 0.1 |
| | RFK | 6.1 | 6.1 | 6.8 | 0.7 |
| | Eastern Spur I-95 (Pre-ramp) | 0.1 | 0.2 | 0.1 | -0.1 |
| | Merge from 495 | 4.5 | 4.5 | 4.5 | 0.0 |
| | Eastern Spur I-95 (Post-ramp) | 2.8 | 2.8 | 2.8 | 0.0 |
| Southbound | Bayonne | 3.3 | 3.3 | 3.5 | 0.2 |
| | RFK | 5.9 | 6.3 | 10.0 | 3.7 |
| | Eastern Spur I-95 (Pre-ramp) | 2.7 | 2.7 | 2.8 | 0.1 |
| | Diverge to 495 | 2.5 | 2.6 | 2.6 | 0.0 |
| | Eastern Spur I-95 (Post-ramp) | 0.1 | 0.1 | 0.1 | 0.0 |
| | **Level of Service (LOS)** | | | | |
| Northbound | Bayonne | A | A | A | - |
| | RFK | A | A | A | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Merge from 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |
| Southbound | Bayonne | A | A | A | - |
| | RFK | A | A | A | - |
| | Eastern Spur I-95 (Pre-ramp) | A | A | A | - |
| | Diverge to 495 | A | A | A | - |
| | Eastern Spur I-95 (Post-ramp) | A | A | A | - |

# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | AM |
| Project Description | Bayonne NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.909 | 1603 | 4400 | 0.36 | 41.8 | 19.2 | C |

## Facility Analysis Results

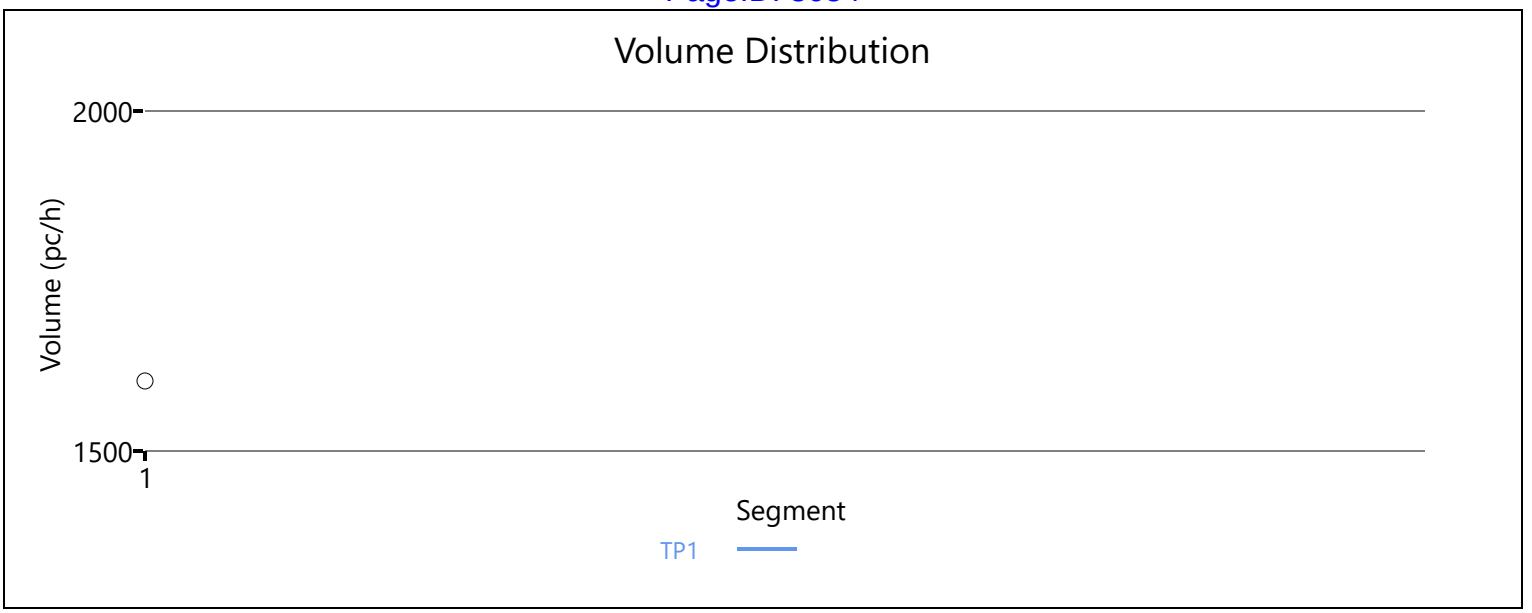
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 19.2 | 17.5 | 1.40 | C |

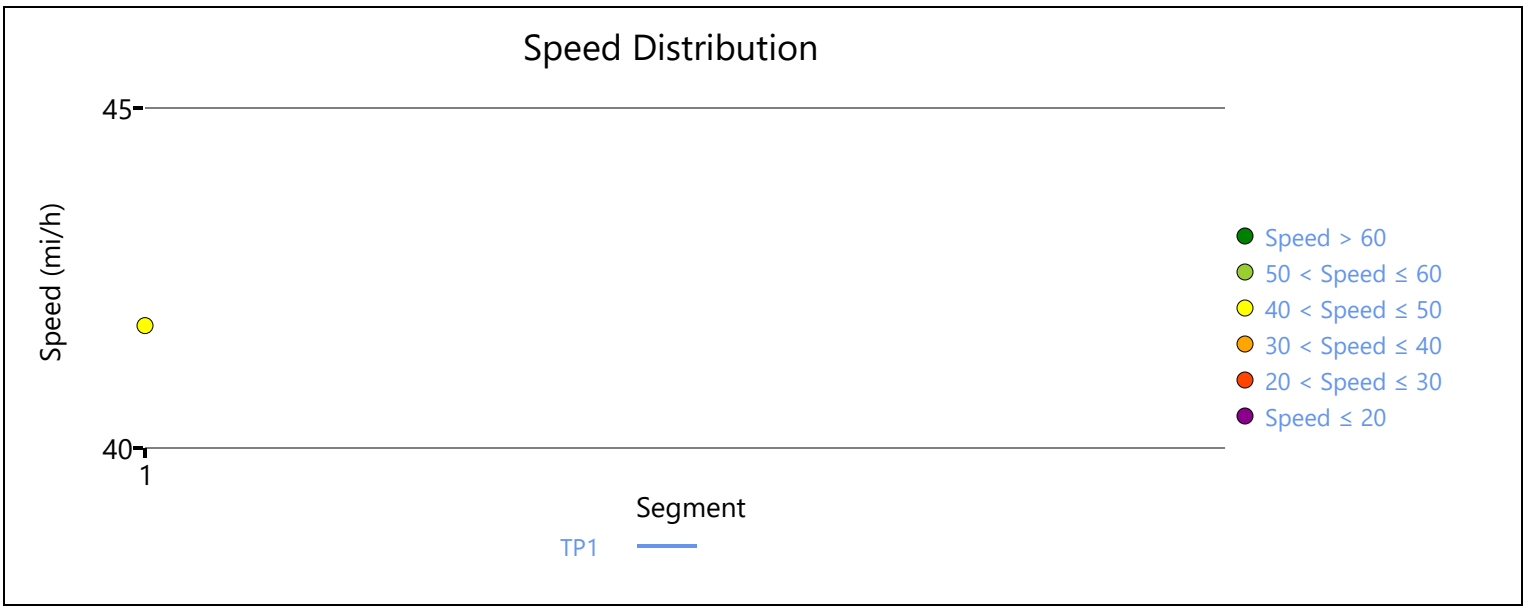
## Facility Overall Results

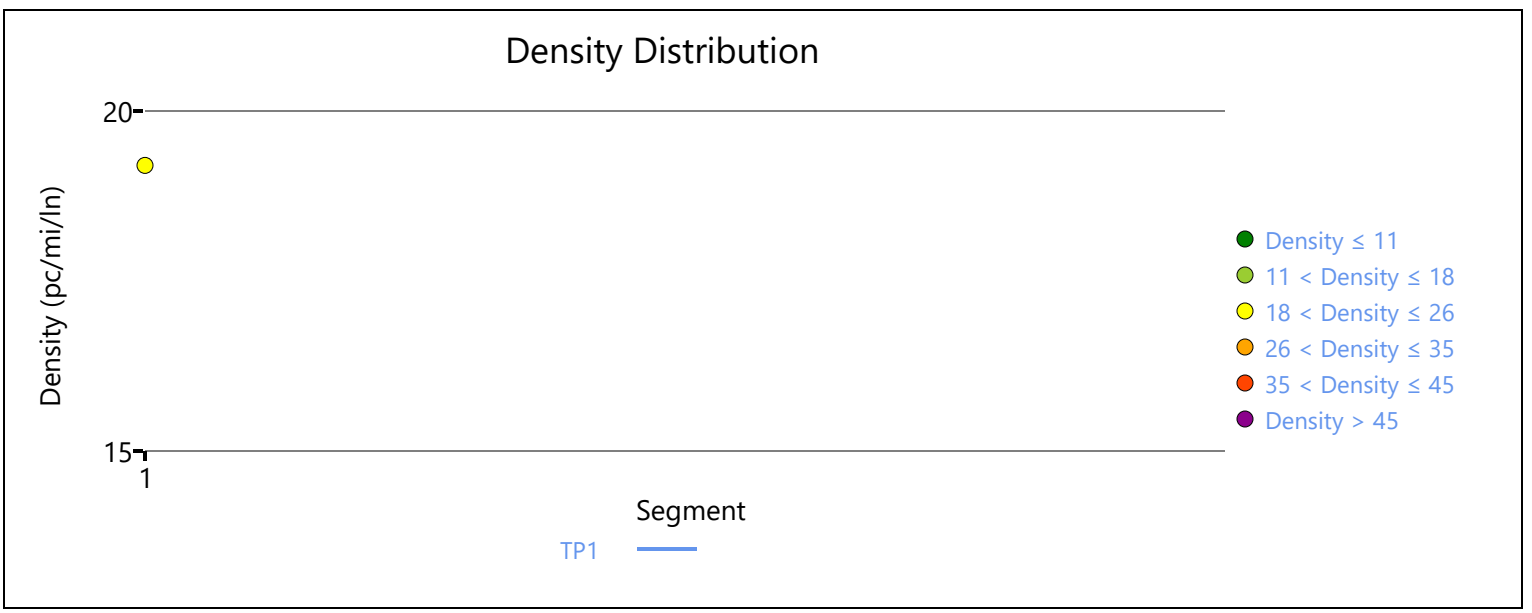
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 17.5 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 19.2 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | AM |
| Project Description | Bayonne SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.817 | 979 | 4400 | 0.22 | 41.8 | 11.7 | B |

## Facility Analysis Results

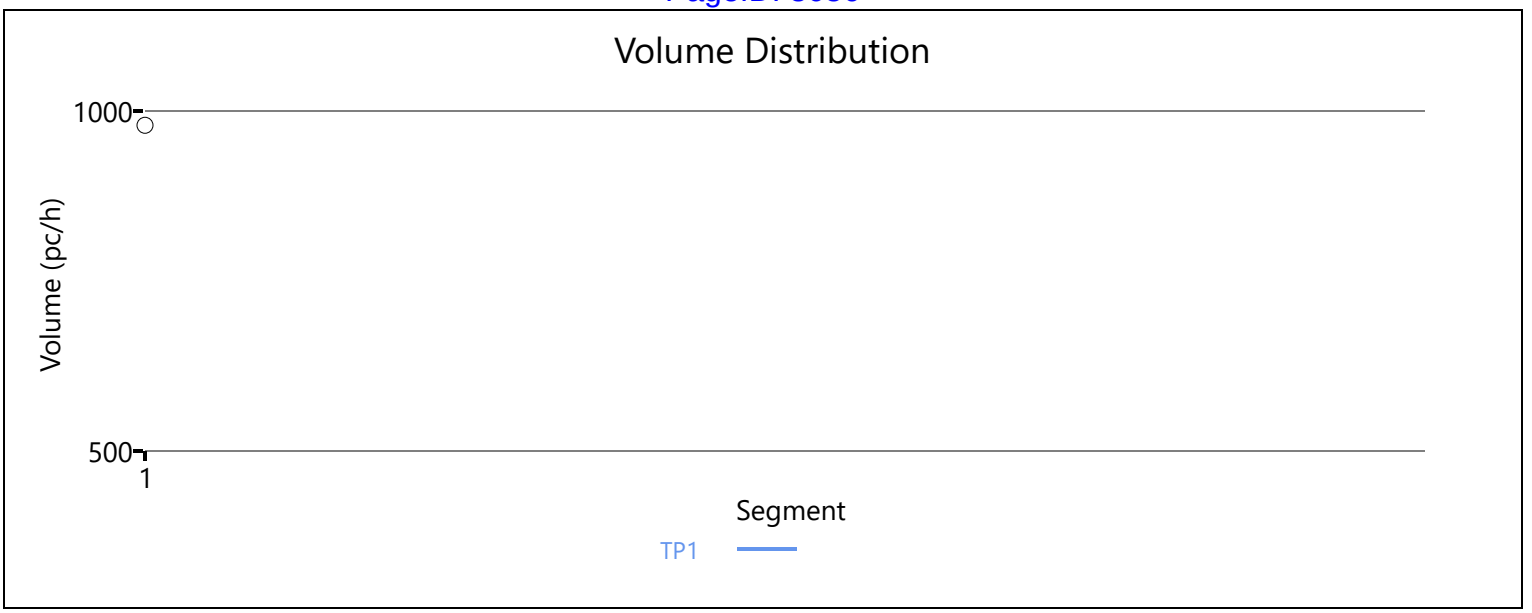
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 11.7 | 9.6 | 1.40 | B |

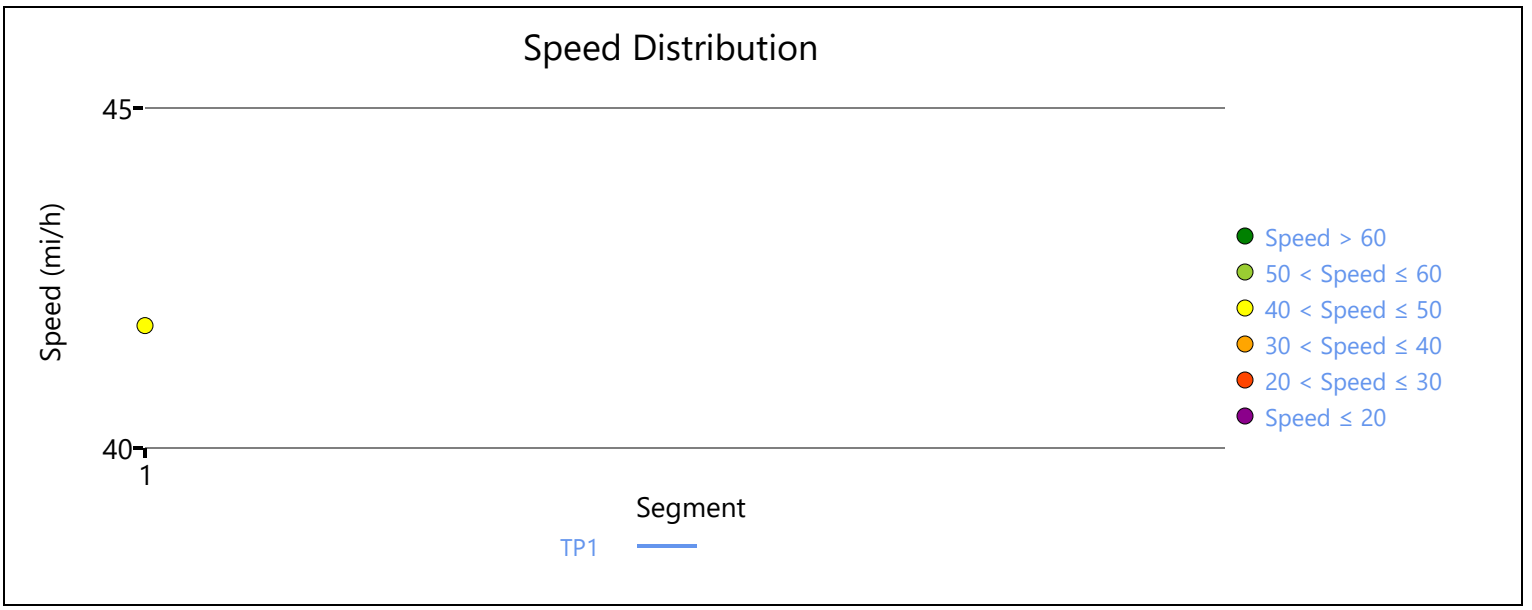
## Facility Overall Results

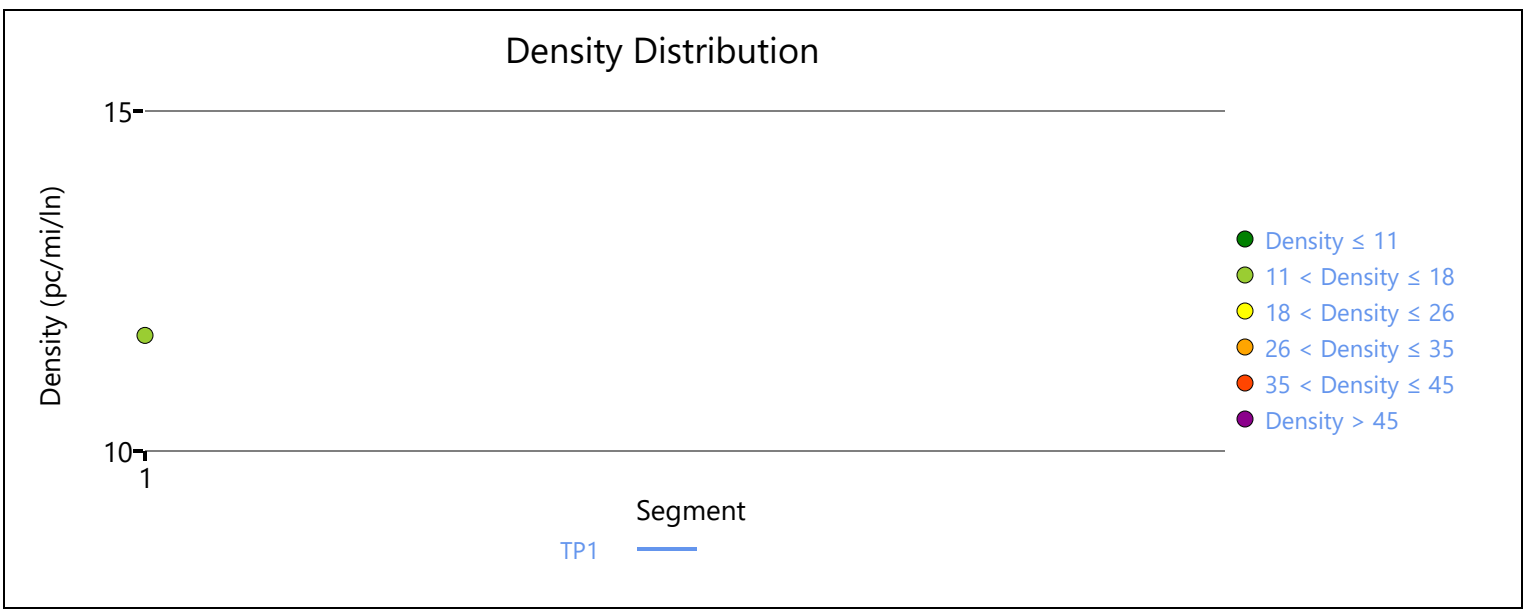
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 9.6 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 11.7 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | MD |
| Project Description | Bayonne NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.846 | 874 | 4400 | 0.20 | 41.8 | 10.5 | A |

## Facility Analysis Results

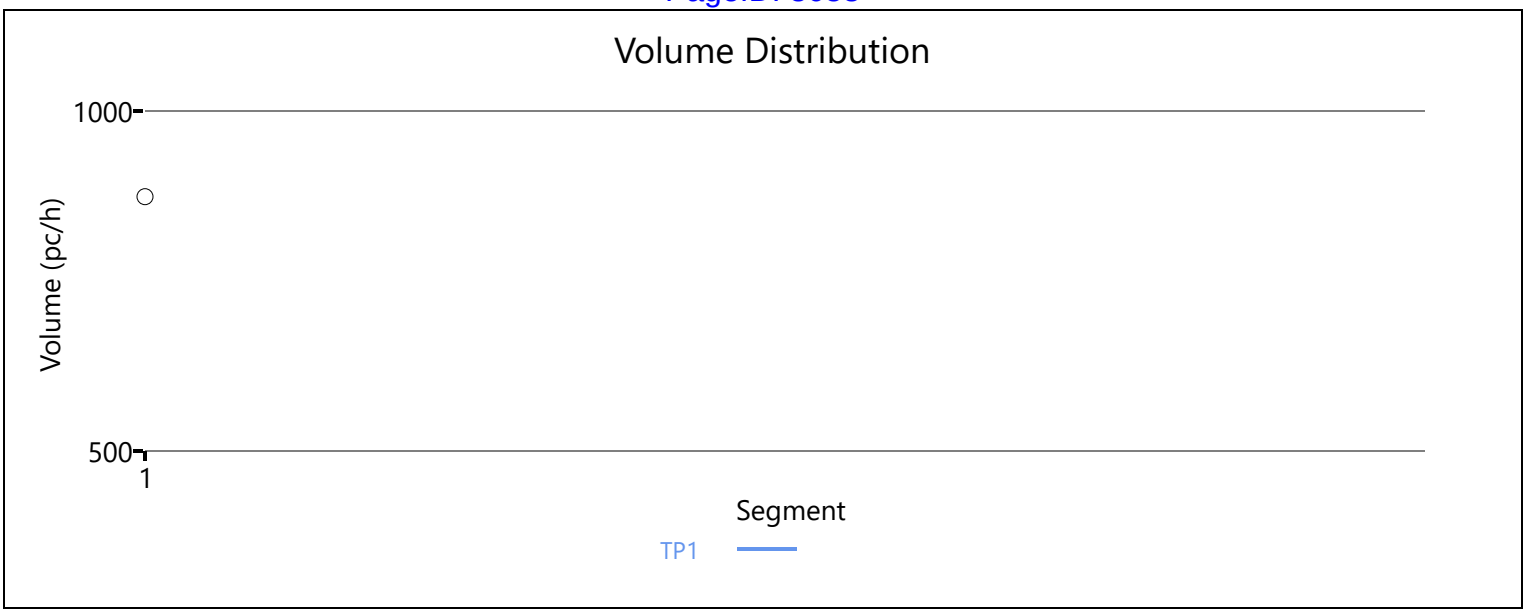
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 10.5 | 8.9 | 1.40 | A |

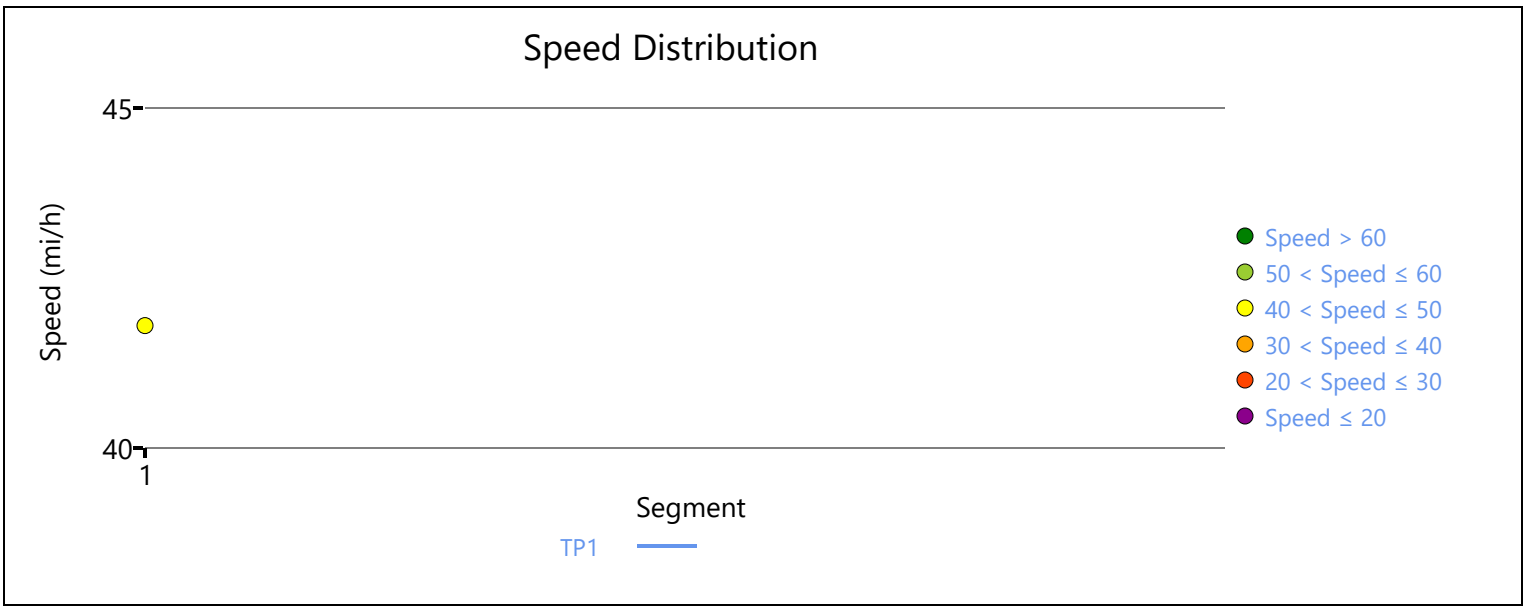
## Facility Overall Results

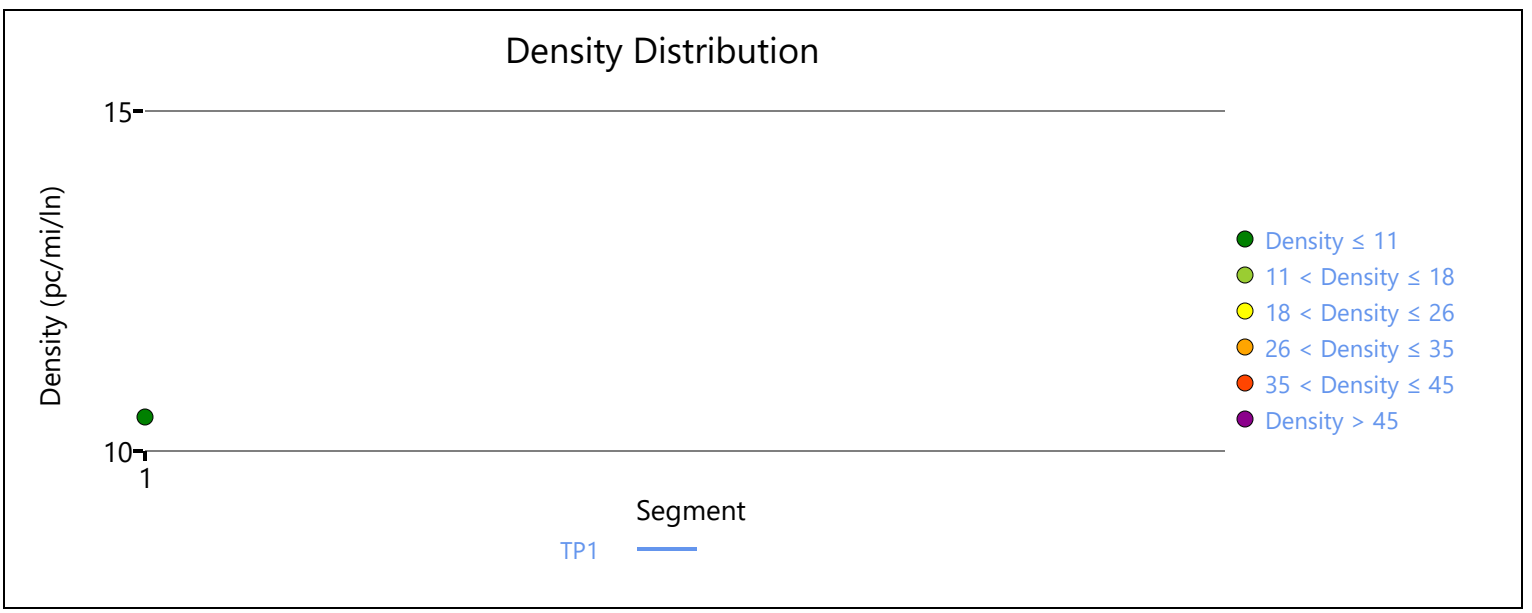
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 8.9 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 10.5 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | MD |
| Project Description | Bayonne SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.797 | 921 | 4400 | 0.21 | 41.8 | 11.0 | A |

## Facility Analysis Results

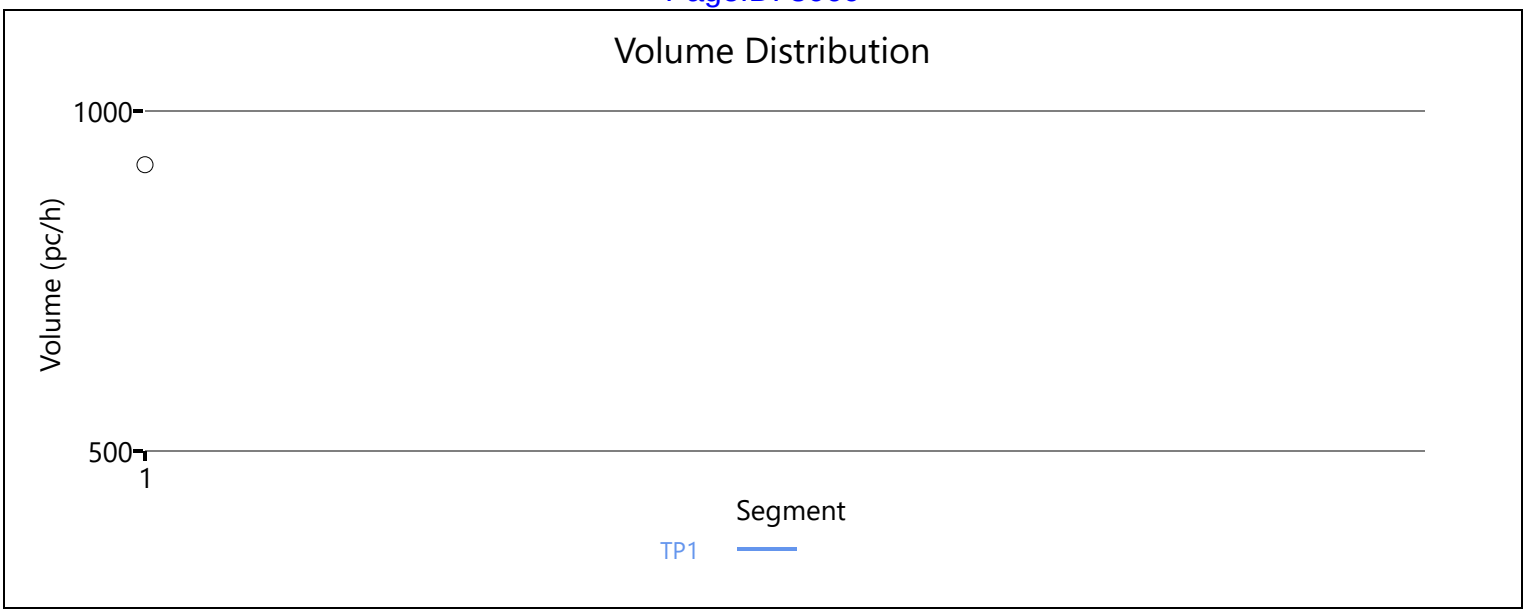
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 11.0 | 8.8 | 1.40 | A |

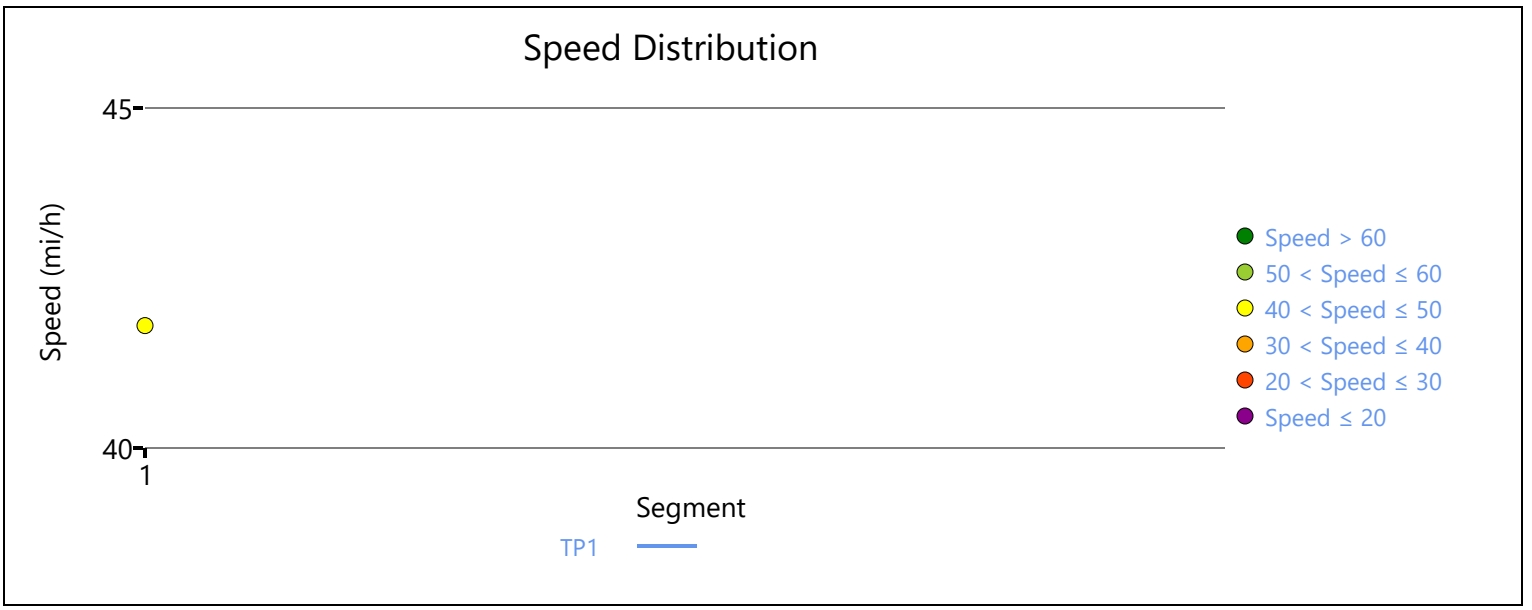
## Facility Overall Results

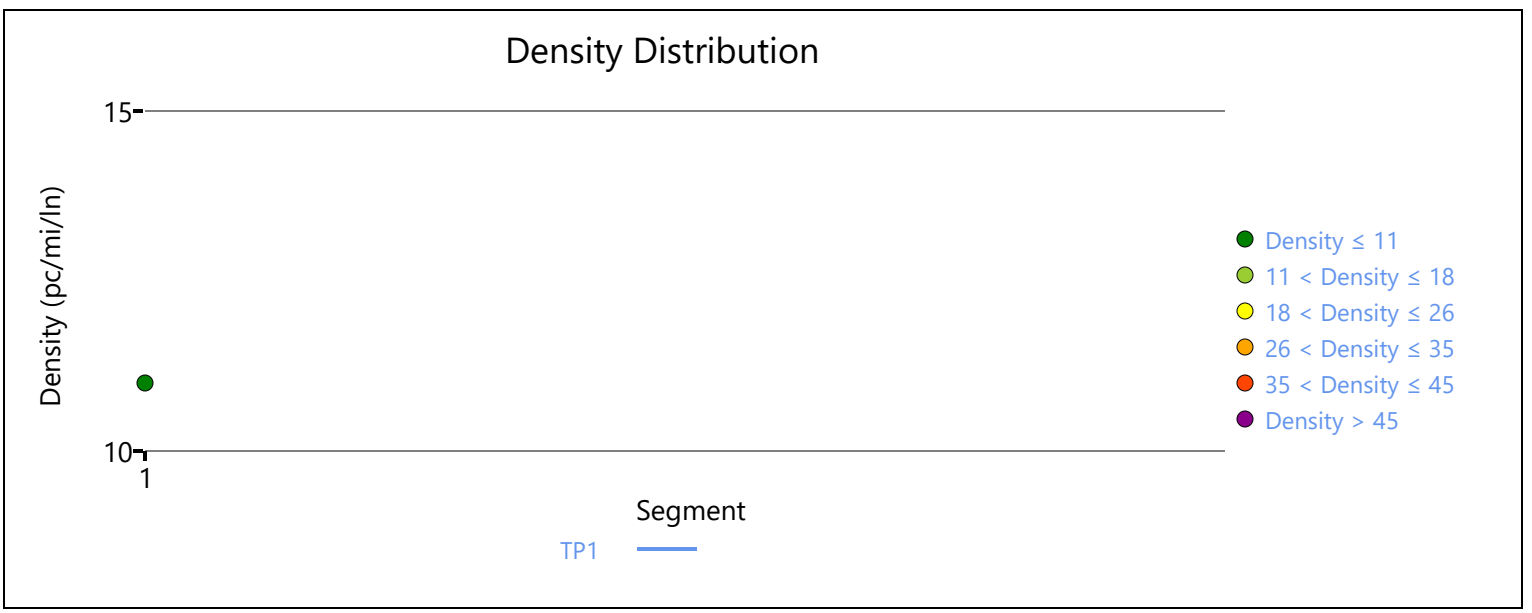
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 8.8 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 11.0 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | PM |
| Project Description | Bayonne NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.933 | 838 | 4400 | 0.19 | 41.8 | 10.0 | A |

## Facility Analysis Results

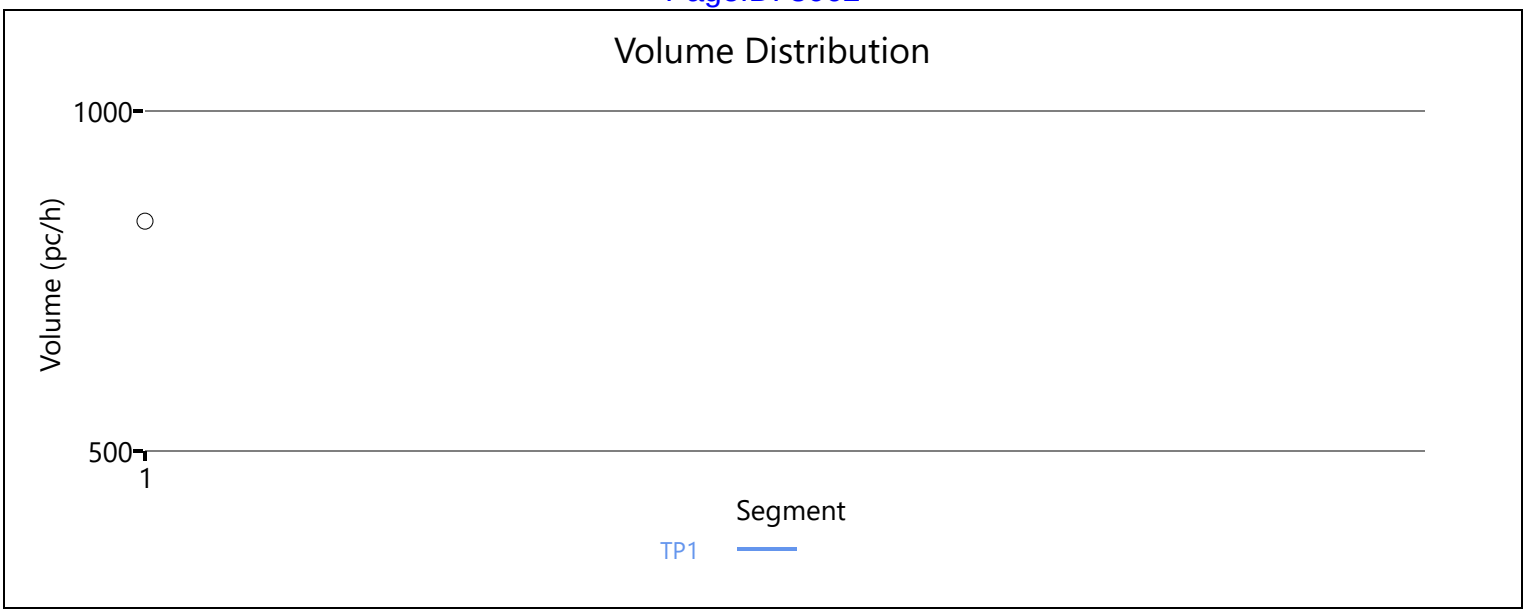
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 10.0 | 9.3 | 1.40 | A |

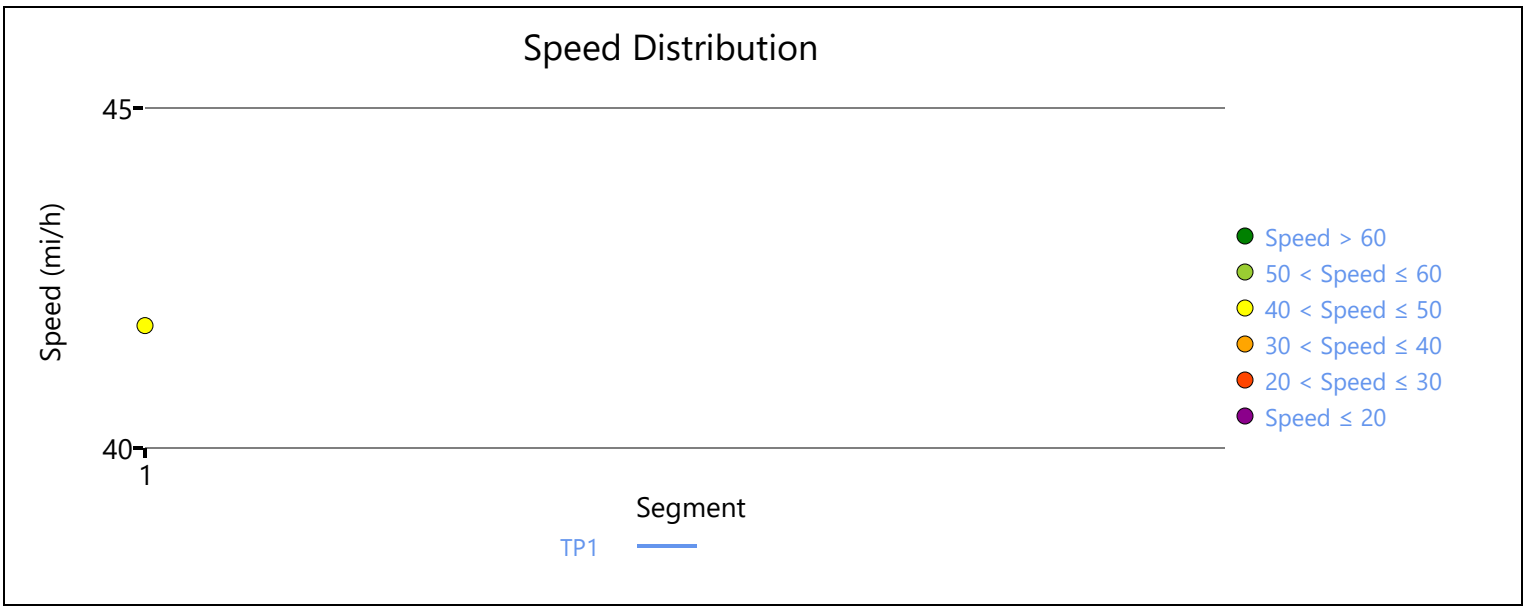
## Facility Overall Results

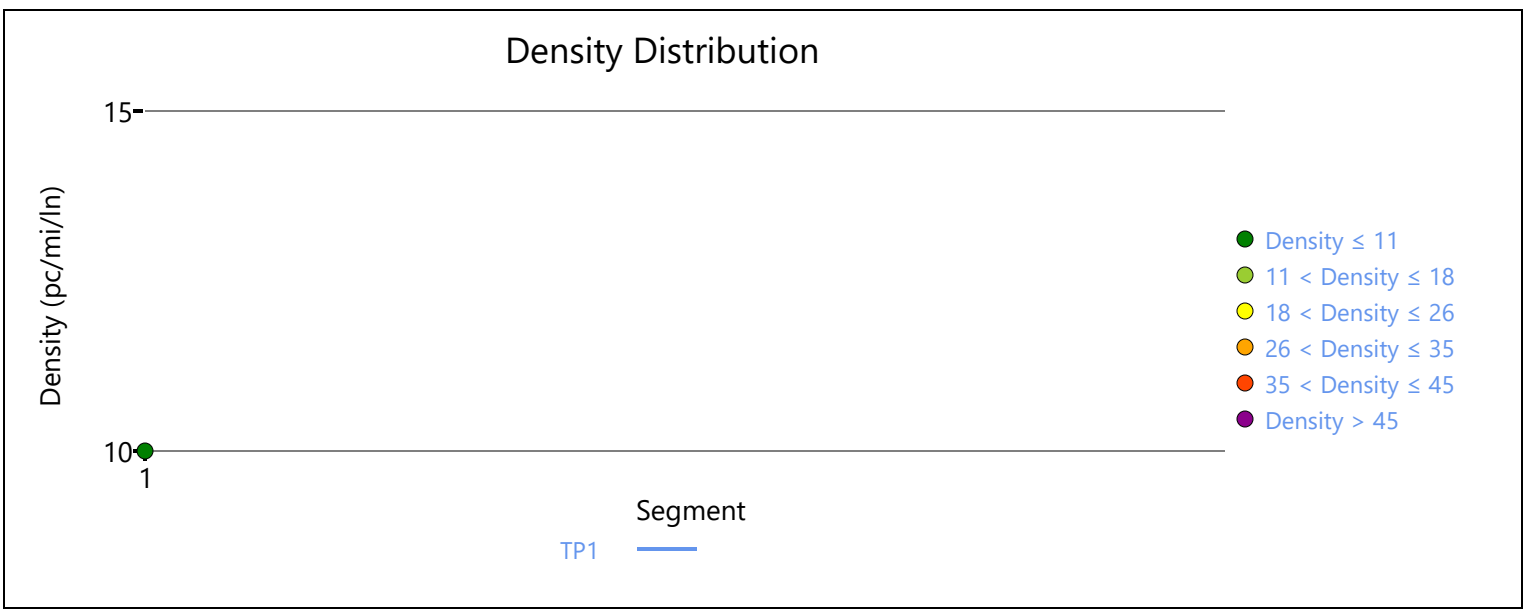
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 9.3 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 10.0 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | PM |
| Project Description | Bayonne SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.912 | 1148 | 4400 | 0.26 | 41.8 | 13.7 | B |

## Facility Analysis Results

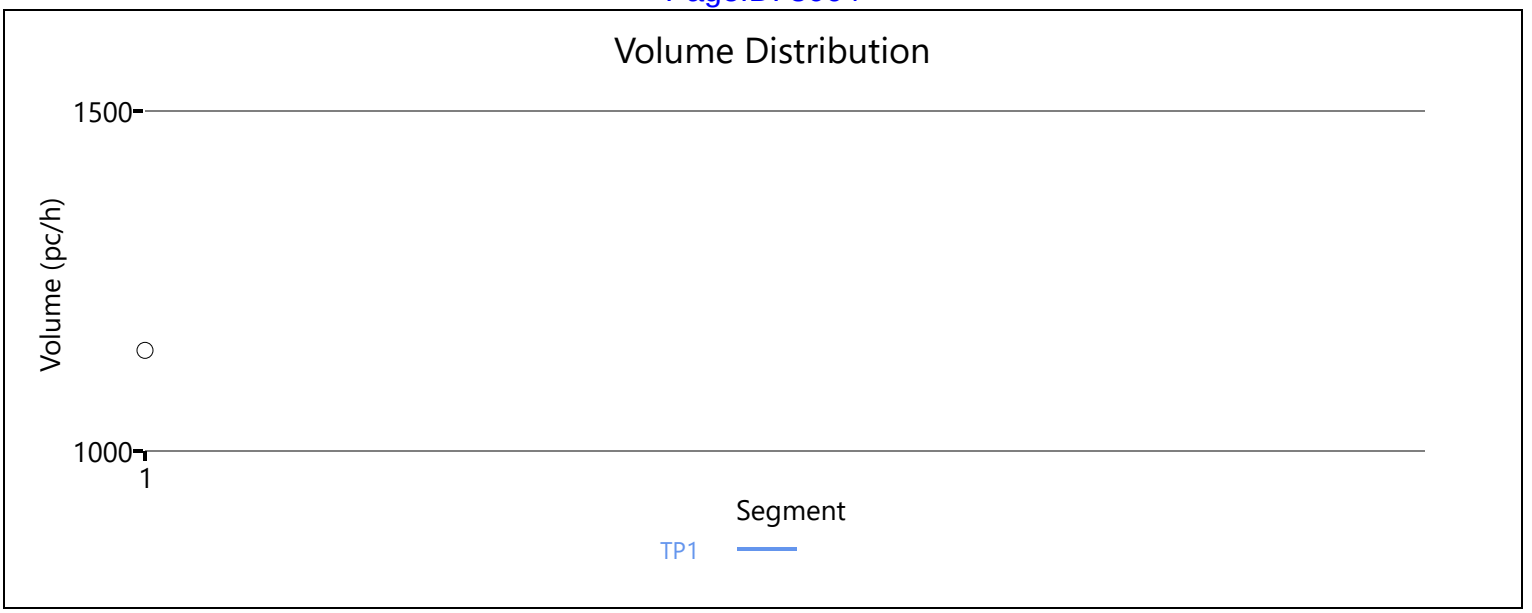
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 13.7 | 12.5 | 1.40 | B |

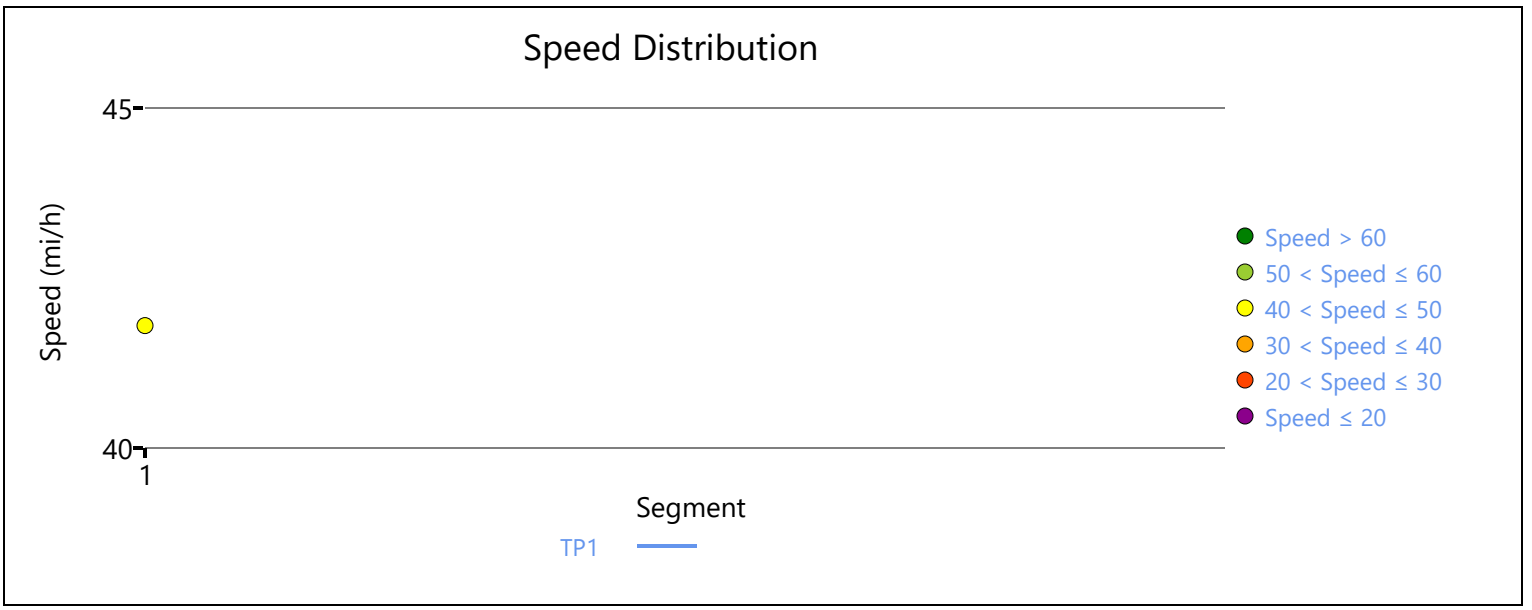
## Facility Overall Results

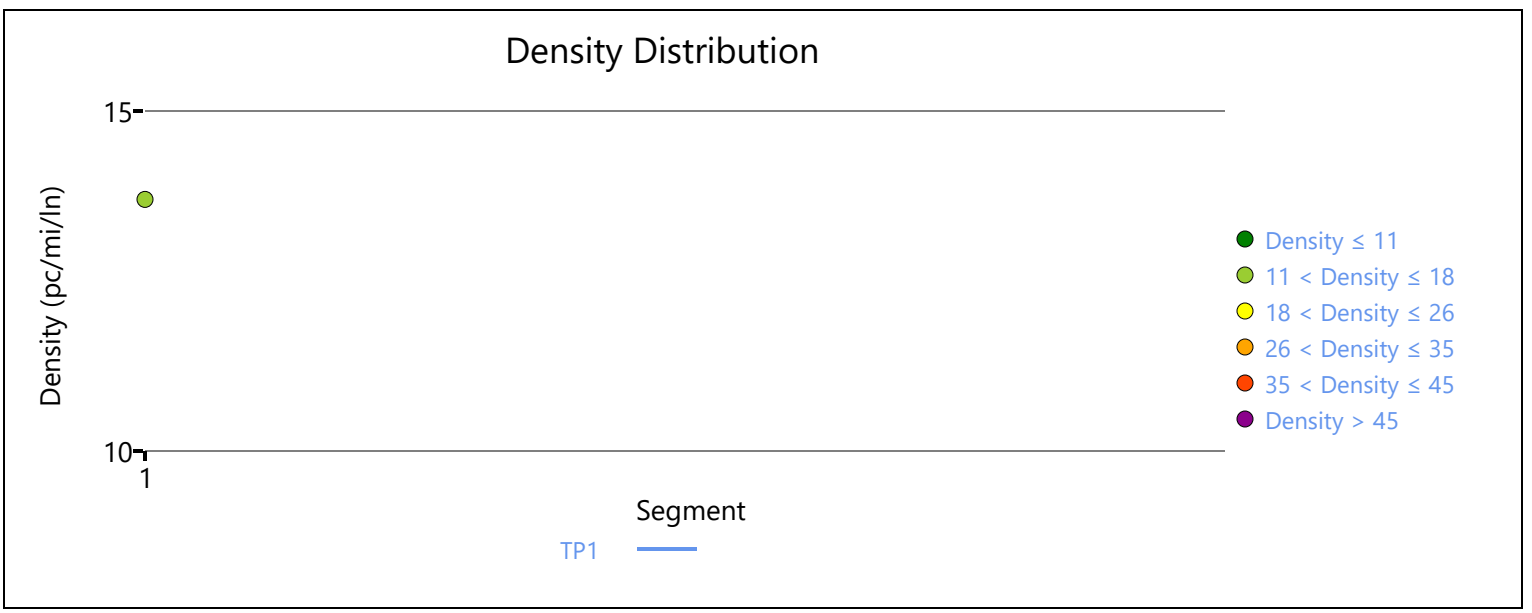
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 12.5 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 13.7 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | LN |
| Project Description | Bayonne NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.865 | 228 | 4400 | 0.05 | 41.8 | 2.7 | A |

## Facility Analysis Results

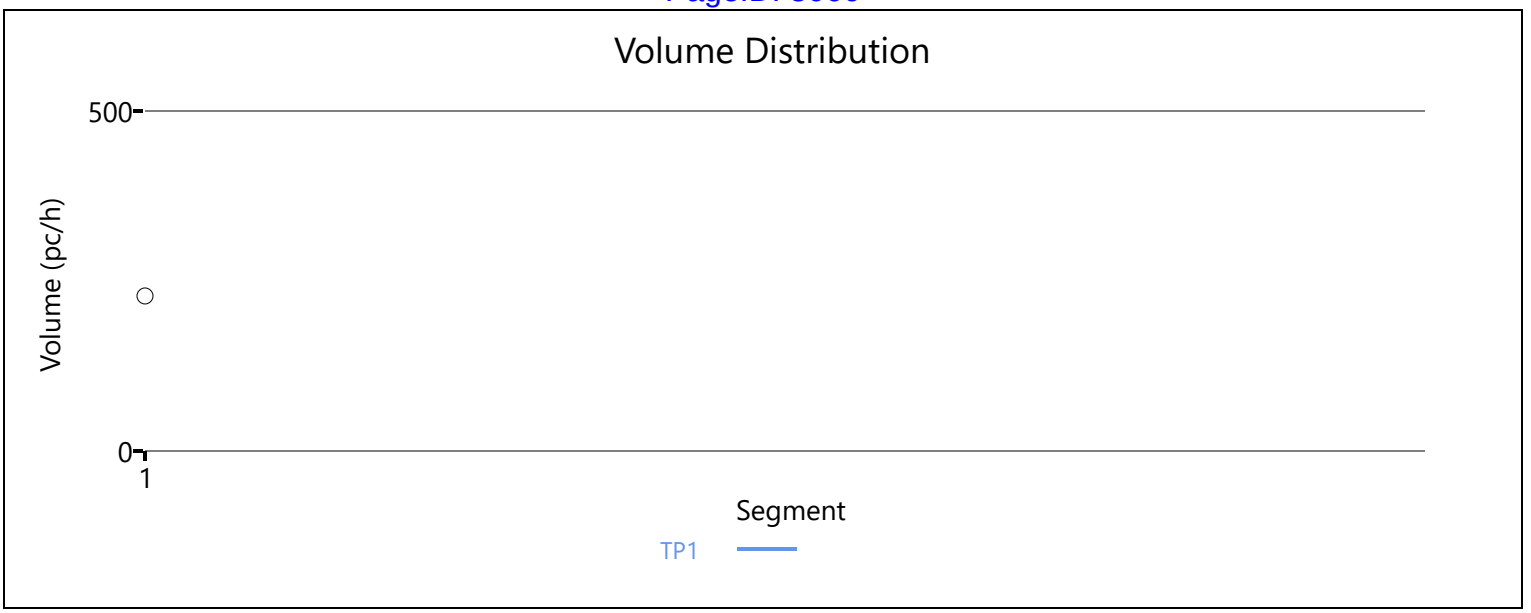
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 2.7 | 2.3 | 1.40 | A |

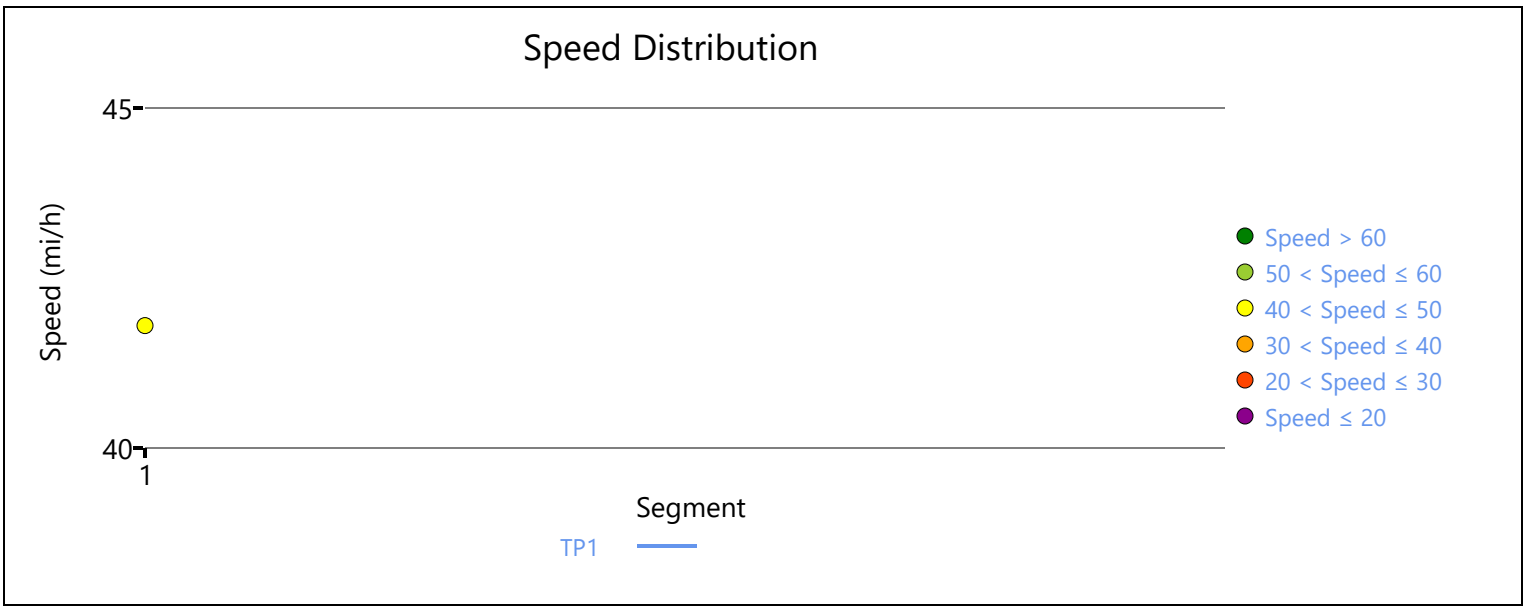
## Facility Overall Results

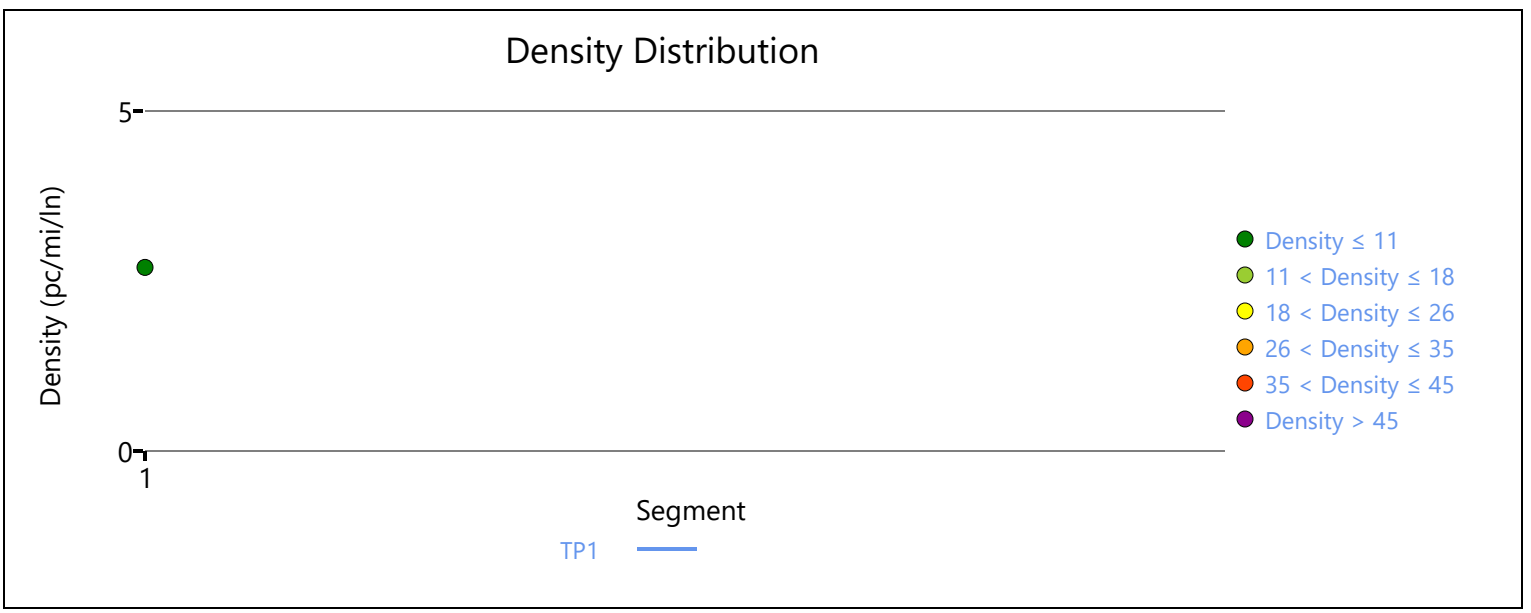
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 2.3 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 2.7 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | LN |
| Project Description | Bayonne SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.00 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 5280 | 2 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.809 | 293 | 4400 | 0.07 | 41.8 | 3.5 | A |

## Facility Analysis Results

| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 3.5 | 2.8 | 1.40 | A |

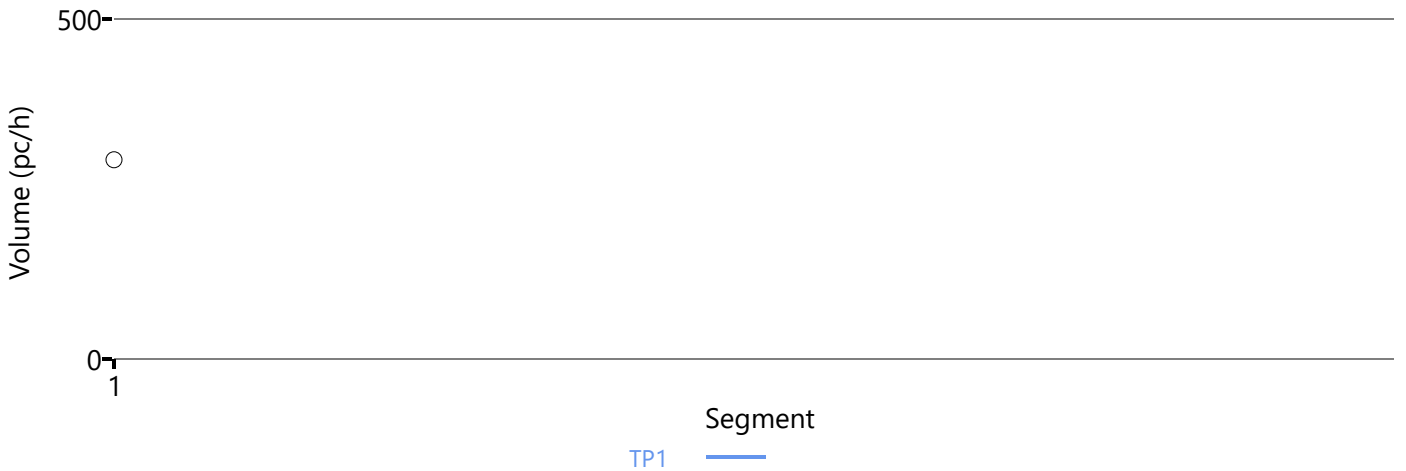
## Facility Overall Results

| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 2.8 |
| Average Travel Time, min | 1.40 | Density, pc/mi/ln | 3.5 |

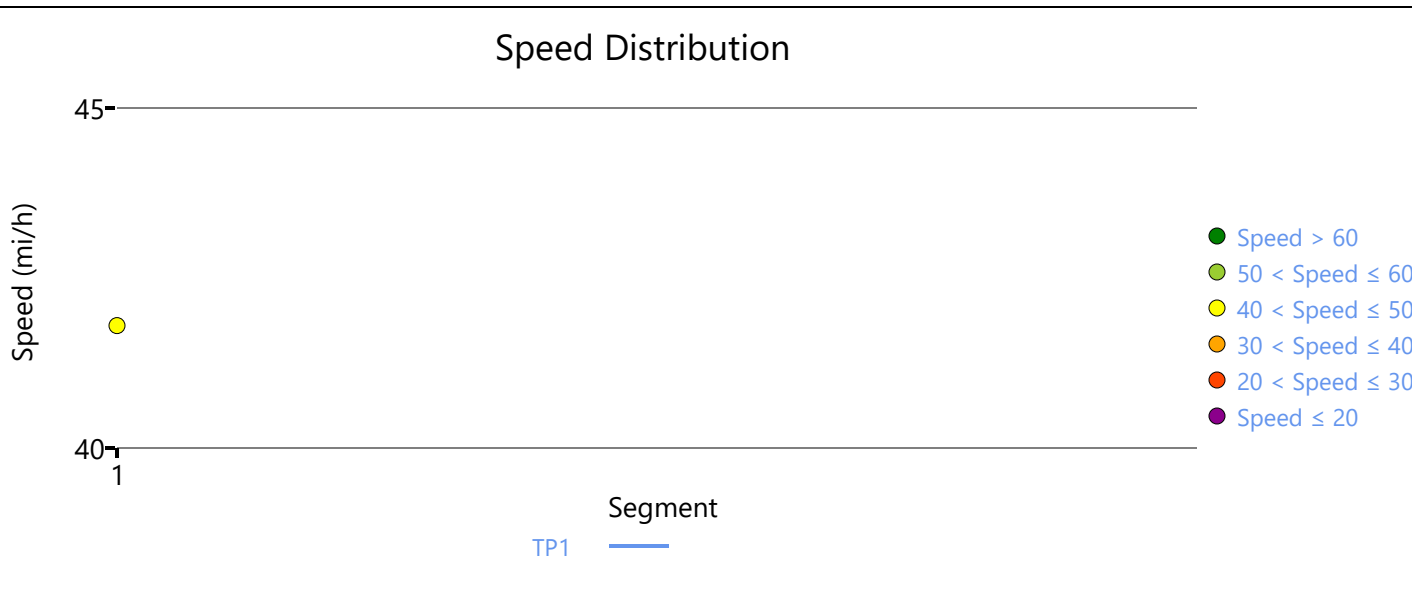
## Messages

## Comments

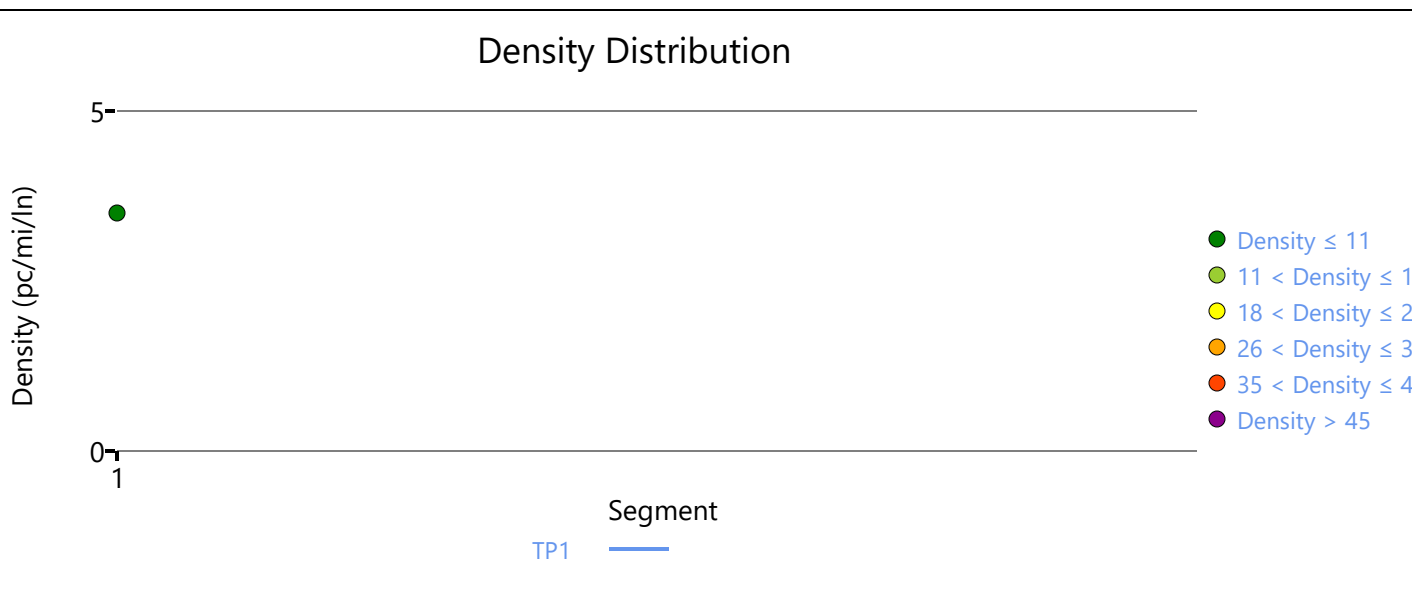
## Volume Distribution




## Speed Distribution




## Density Distribution

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | AM |
| Project Description | RFK NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.909 | 5978 | 8800 | 0.68 | 41.8 | 35.7 | E |

## Facility Analysis Results

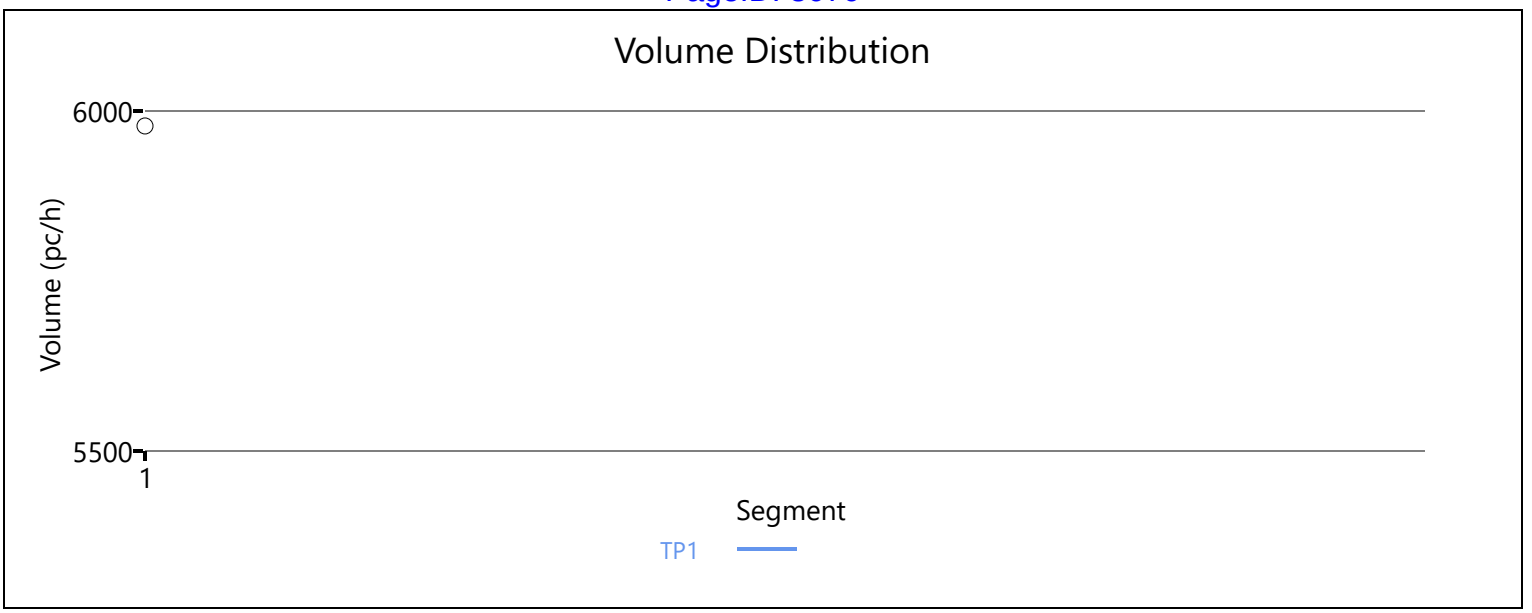
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 35.7 | 32.5 | 1.00 | E |

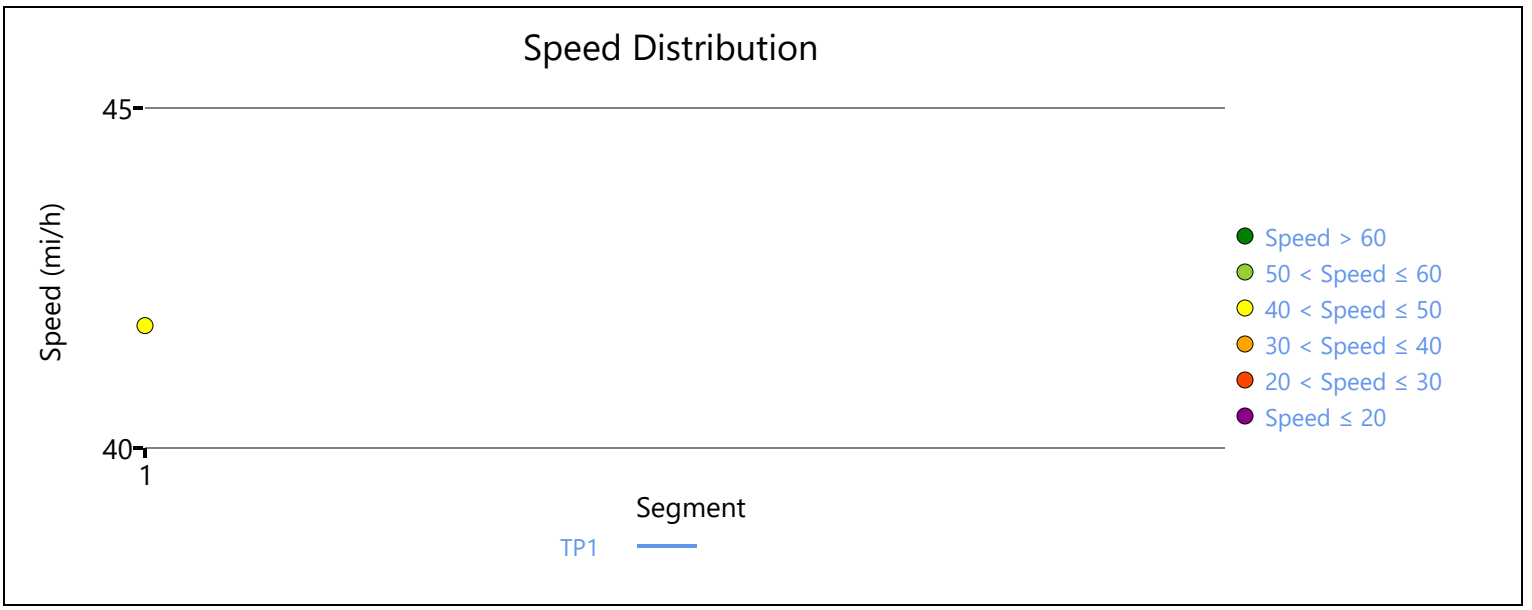
## Facility Overall Results

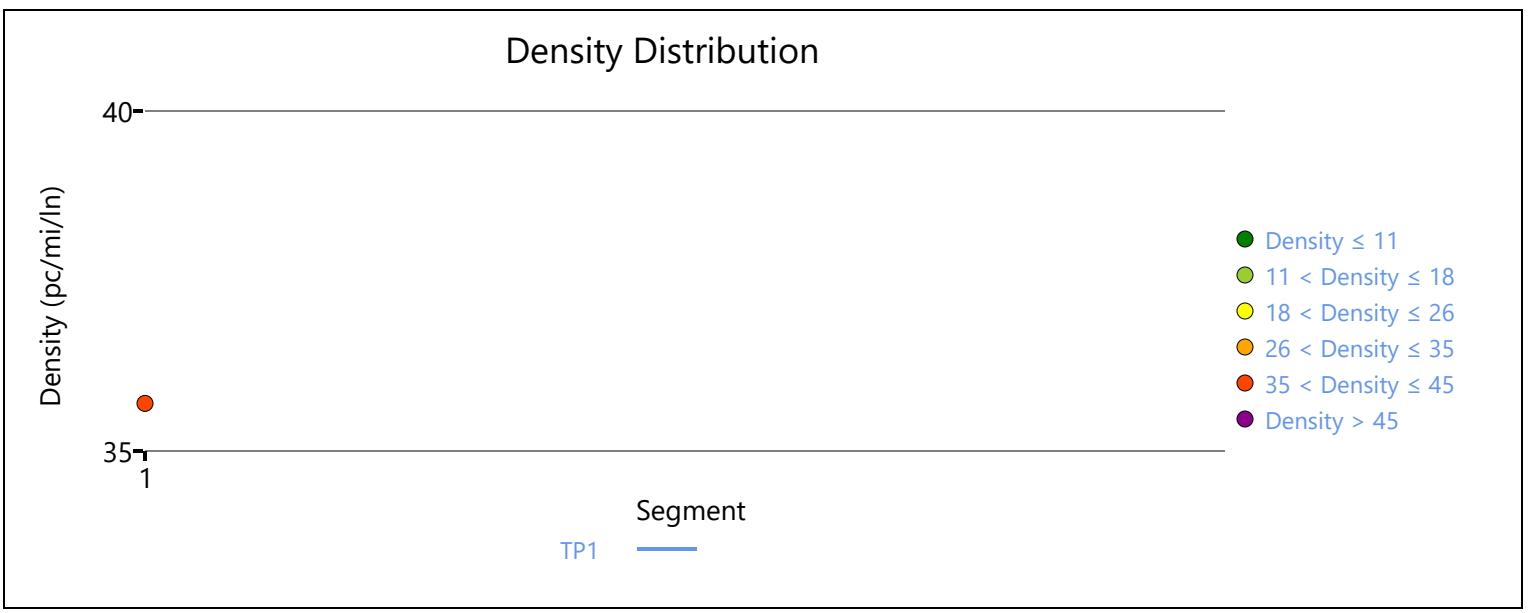
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 32.5 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 35.7 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | AM |
| Project Description | RFK SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.917 | 6436 | 8800 | 0.73 | 41.8 | 38.5 | E |

## Facility Analysis Results

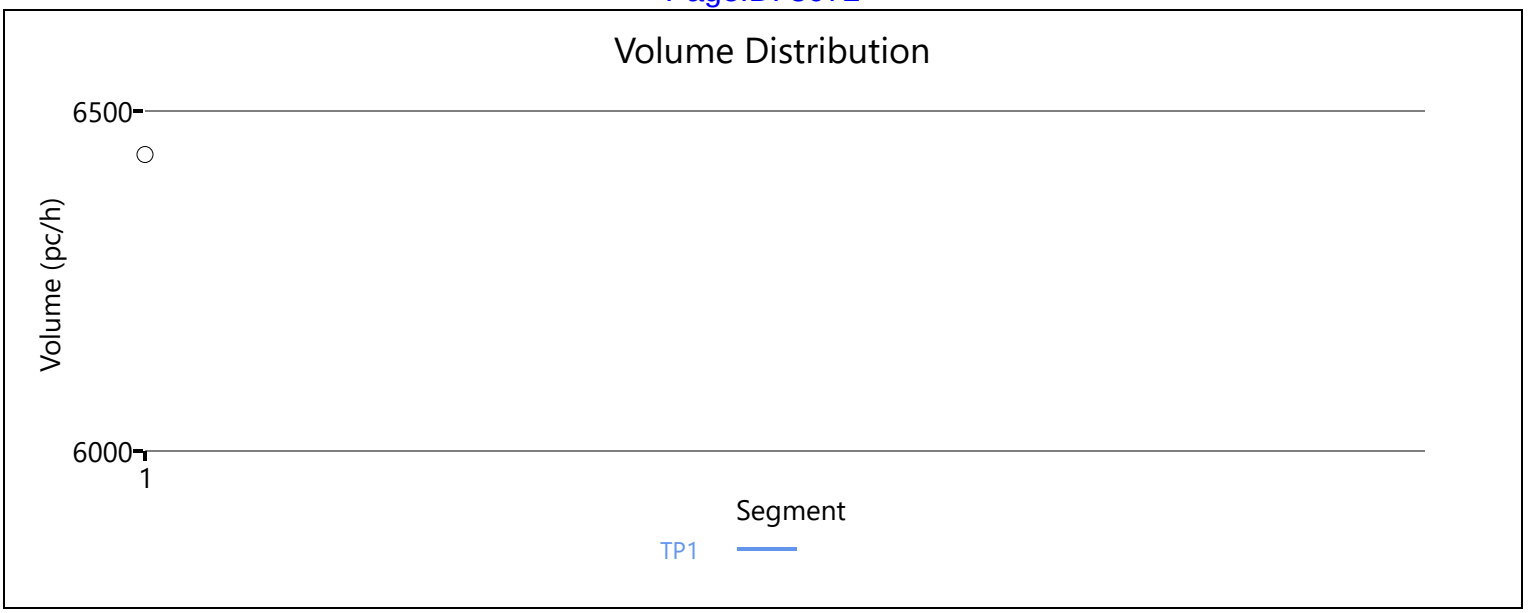
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 38.5 | 35.3 | 1.00 | E |

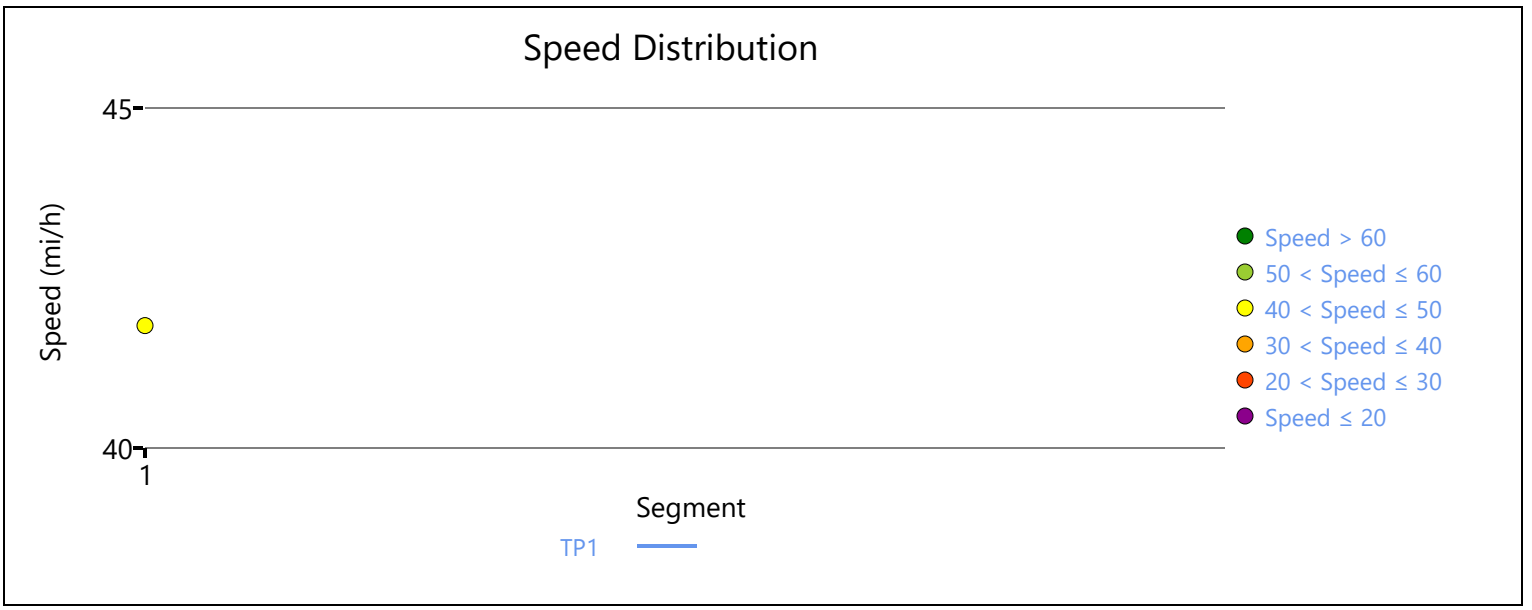
## Facility Overall Results

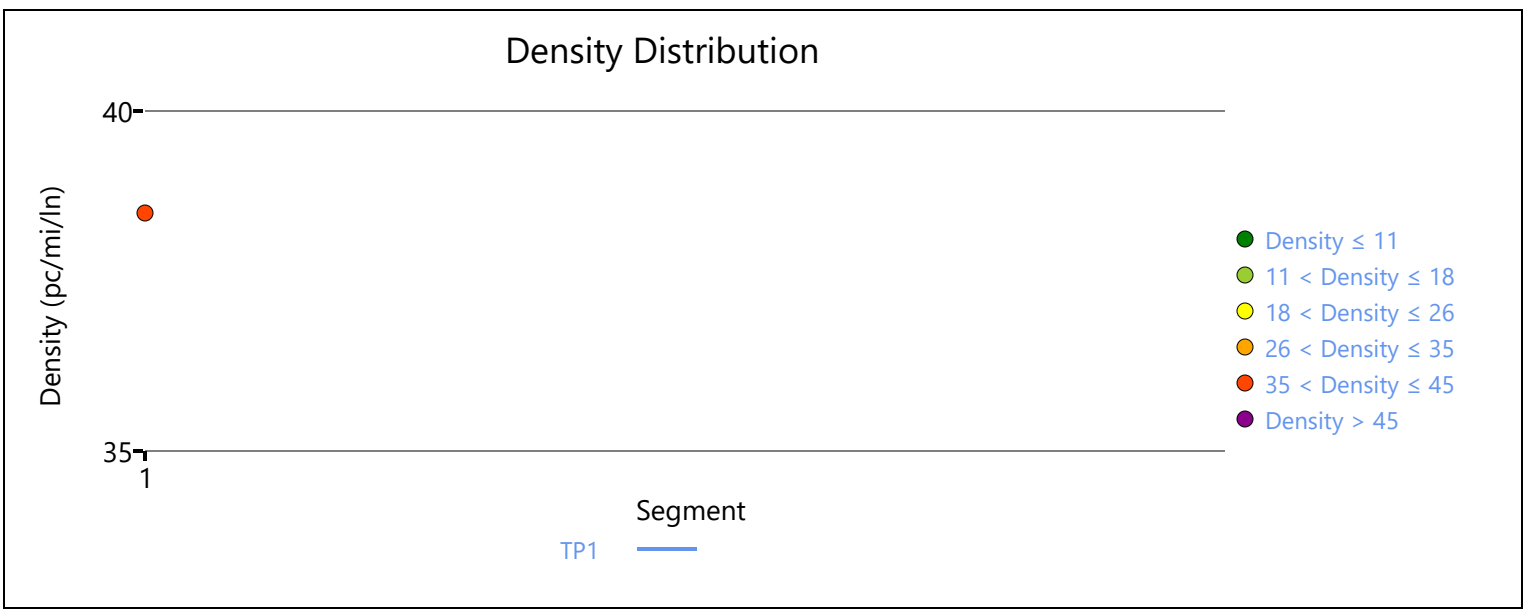
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 35.3 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 38.5 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | MD |
| Project Description | RFK NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.891 | 5559 | 8800 | 0.63 | 41.8 | 33.3 | D |

## Facility Analysis Results

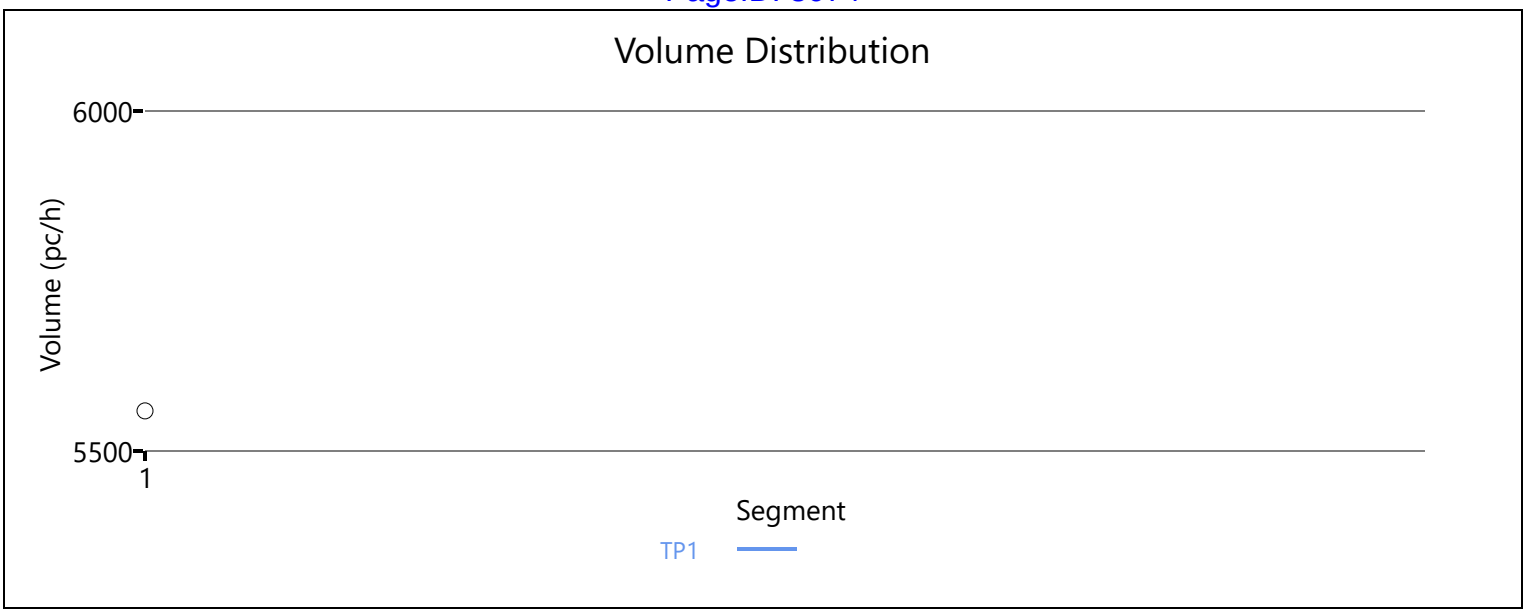
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 33.3 | 29.7 | 1.00 | D |

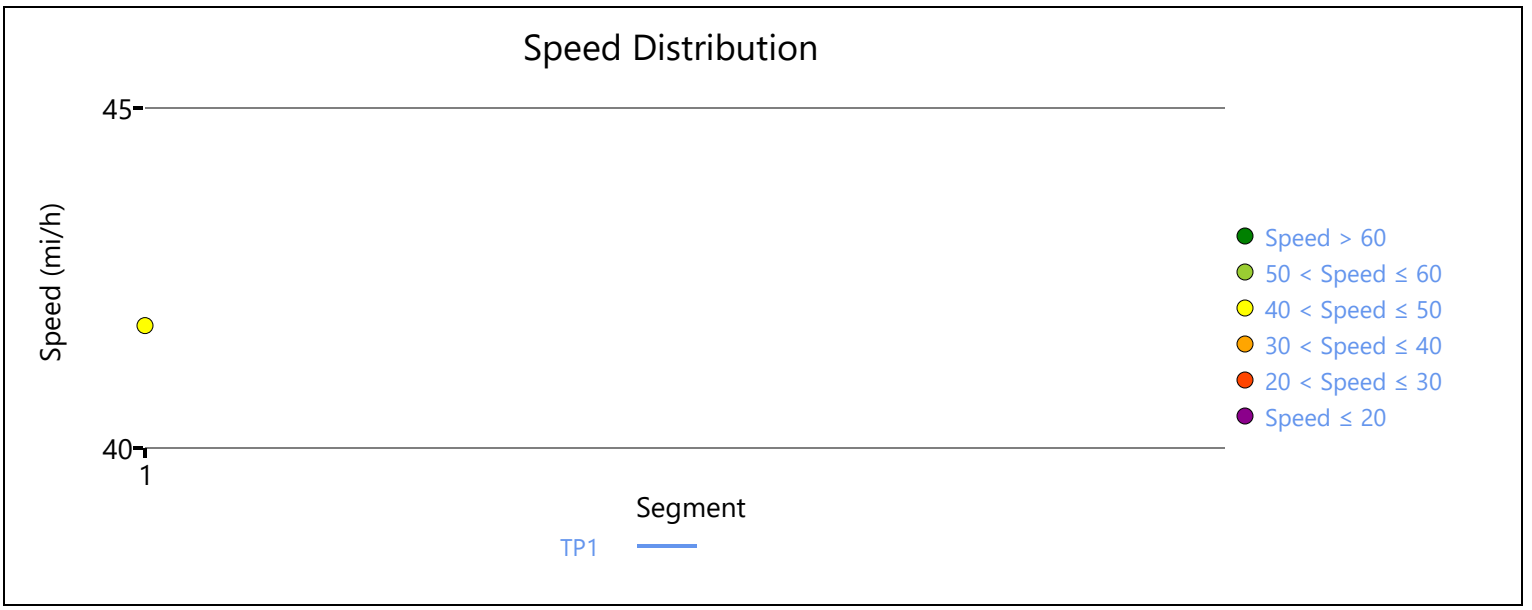
## Facility Overall Results

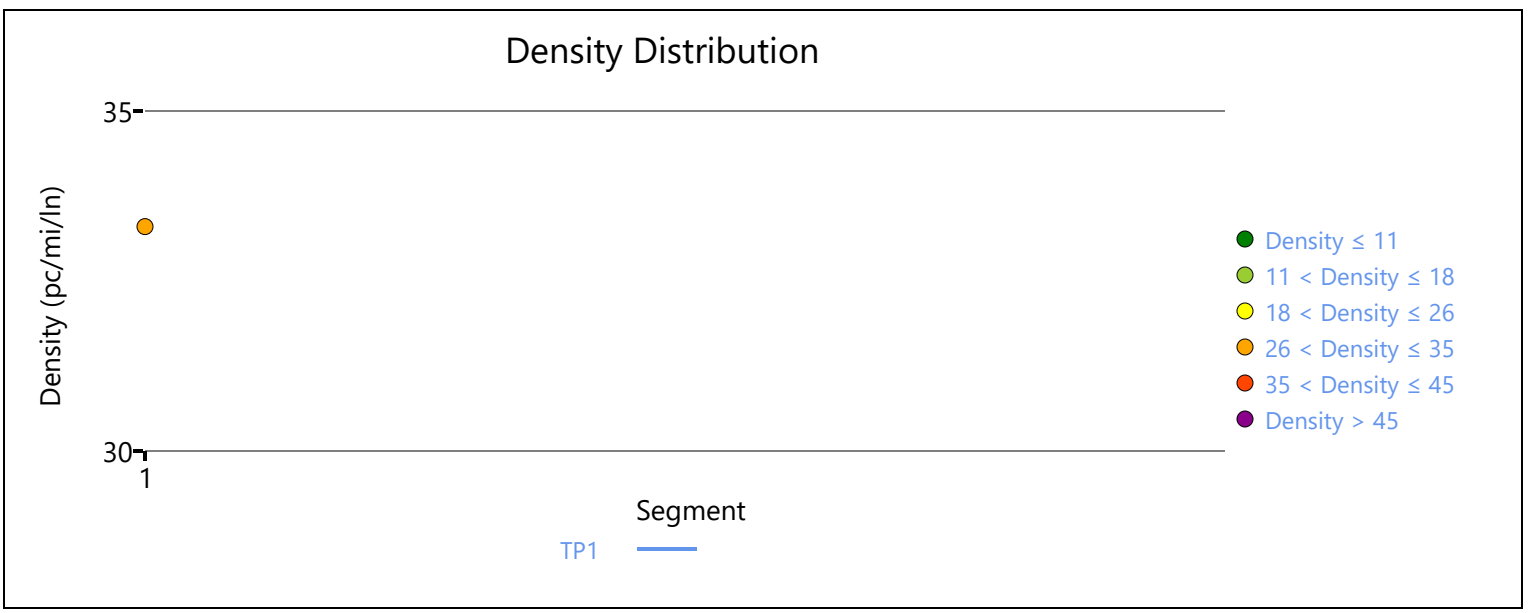
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 29.7 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 33.3 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | MD |
| Project Description | RFK SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.888 | 4919 | 8800 | 0.56 | 41.8 | 29.4 | D |

## Facility Analysis Results

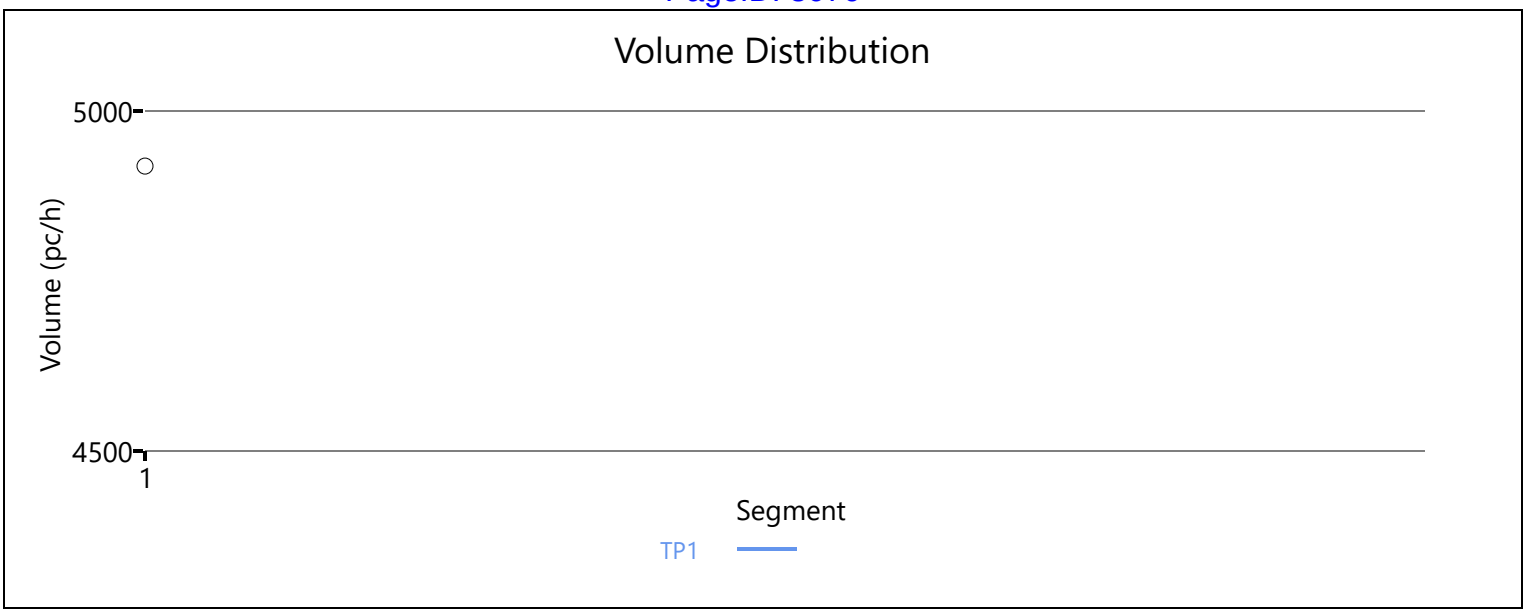
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 29.4 | 26.1 | 1.00 | D |

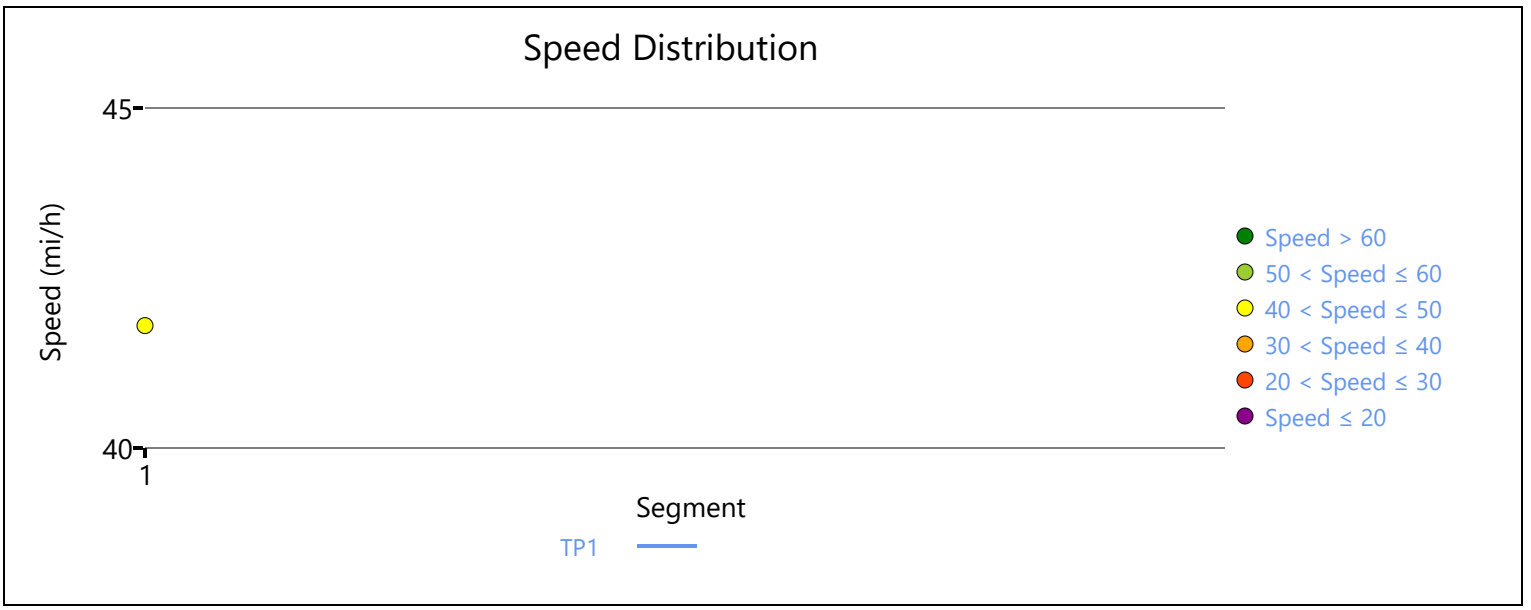
## Facility Overall Results

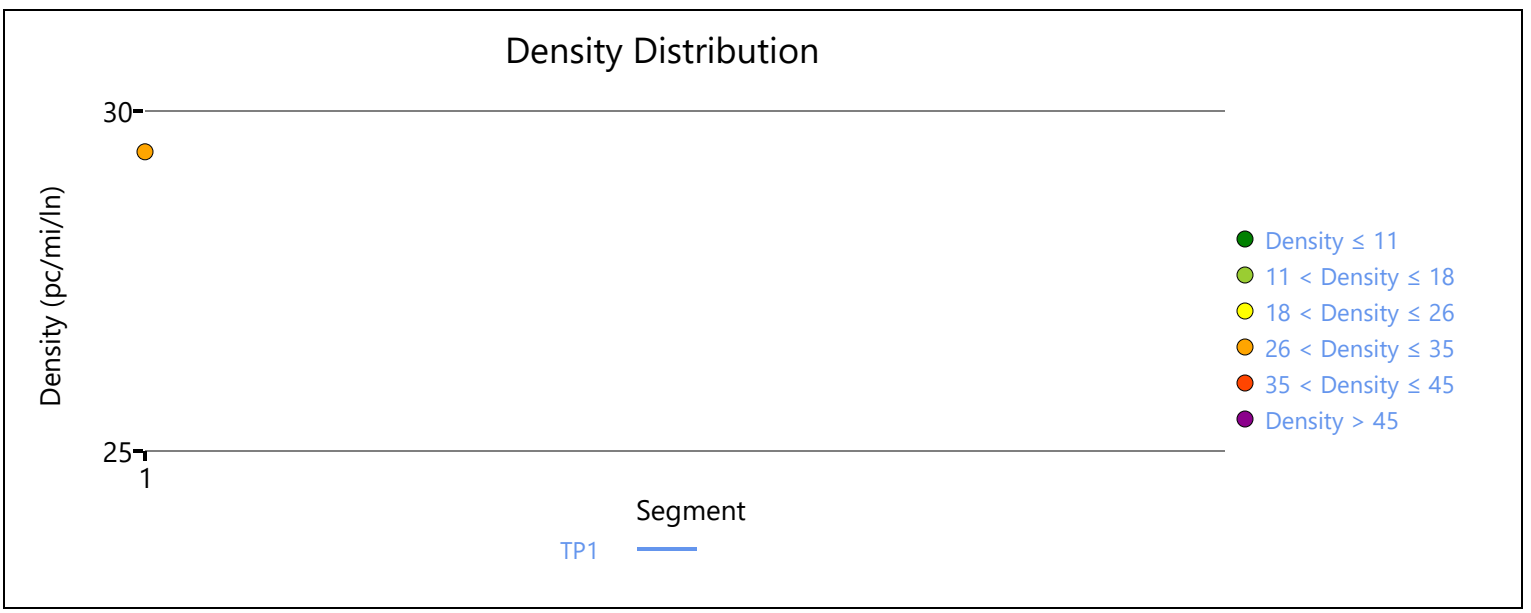
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 26.1 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 29.4 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | PM |
| Project Description | RFK NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.952 | 5868 | 8800 | 0.67 | 41.8 | 35.1 | E |

## Facility Analysis Results

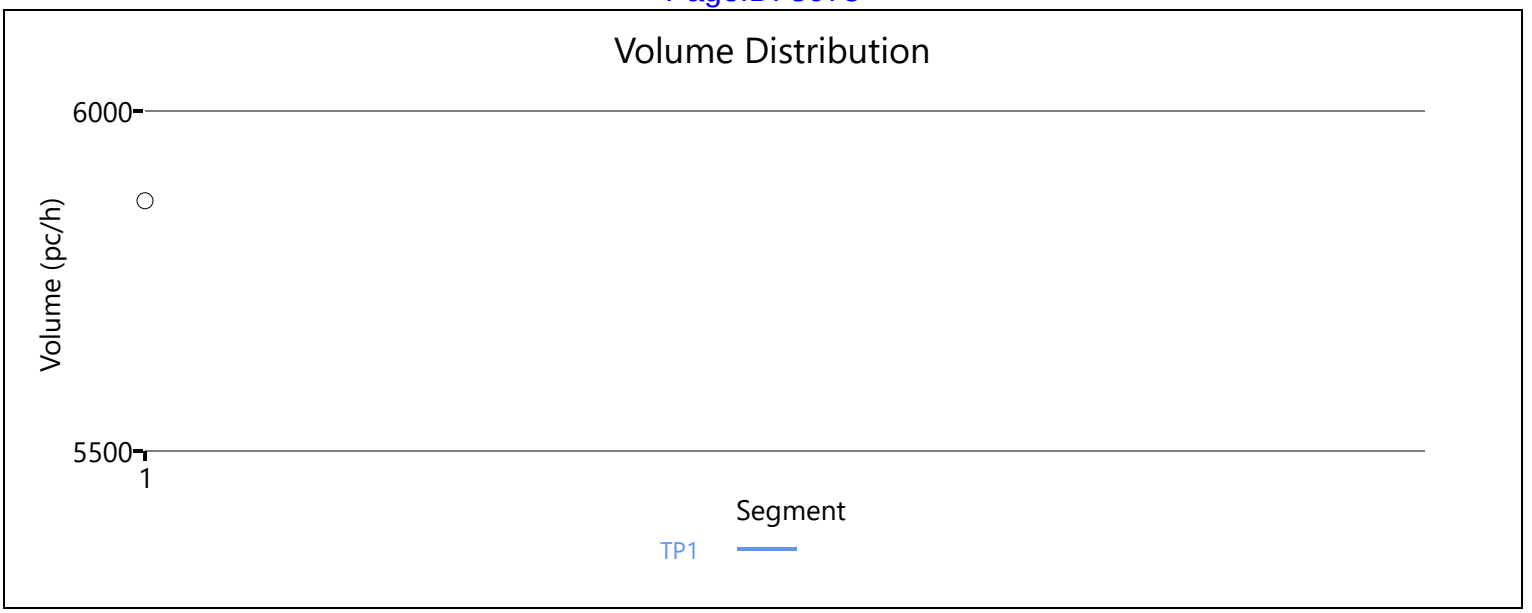
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 35.1 | 33.4 | 1.00 | E |

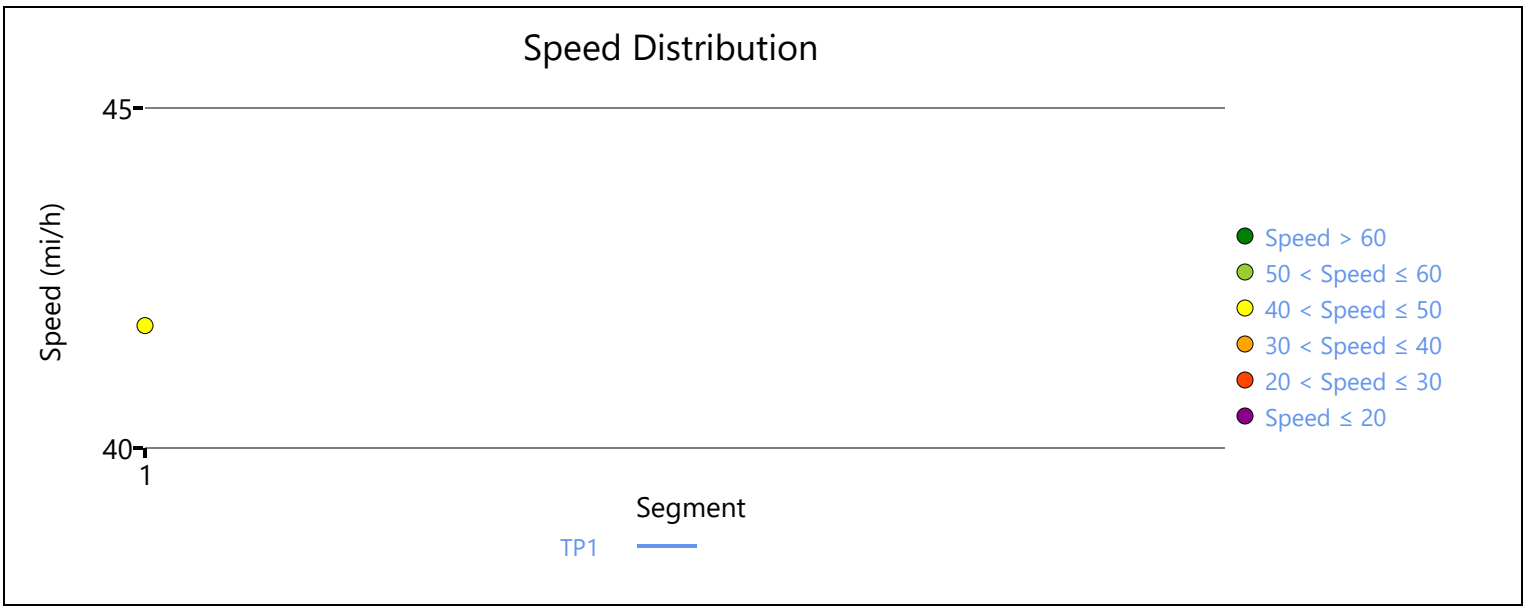
## Facility Overall Results

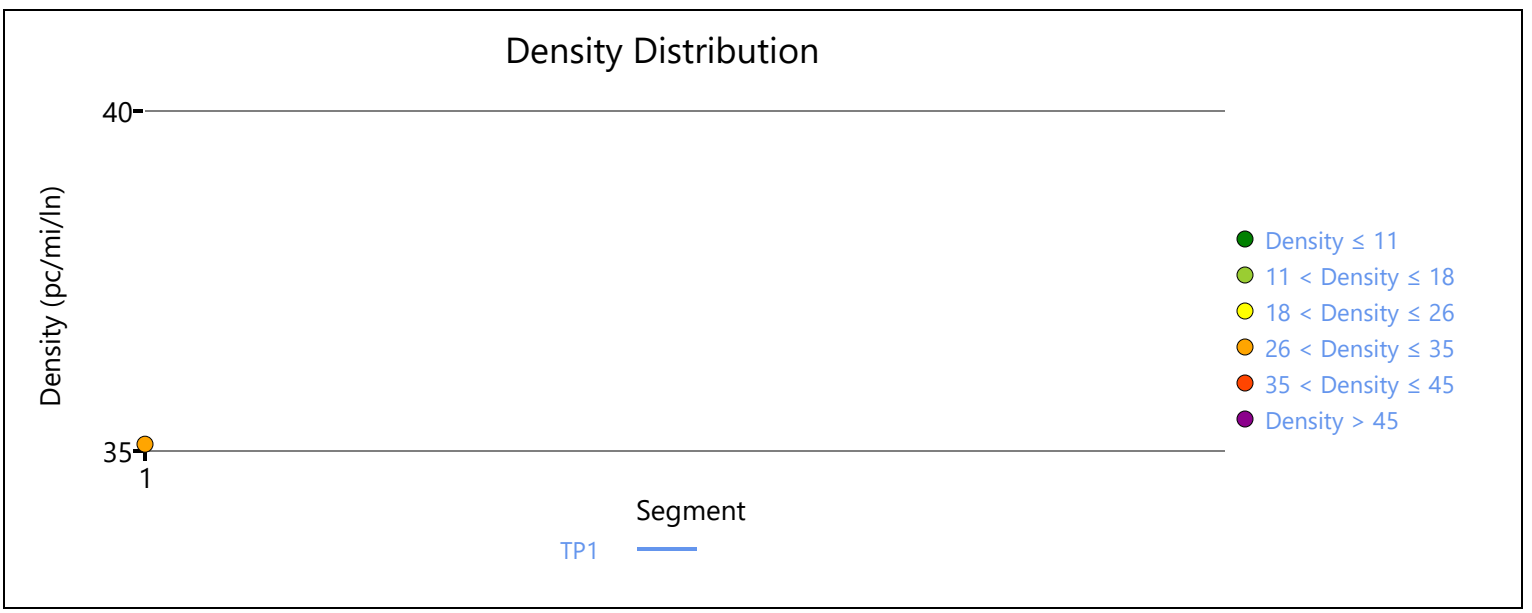
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 33.4 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 35.1 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | PM |
| Project Description | RFK SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.951 | 5564 | 8800 | 0.63 | 41.8 | 33.3 | D |

## Facility Analysis Results

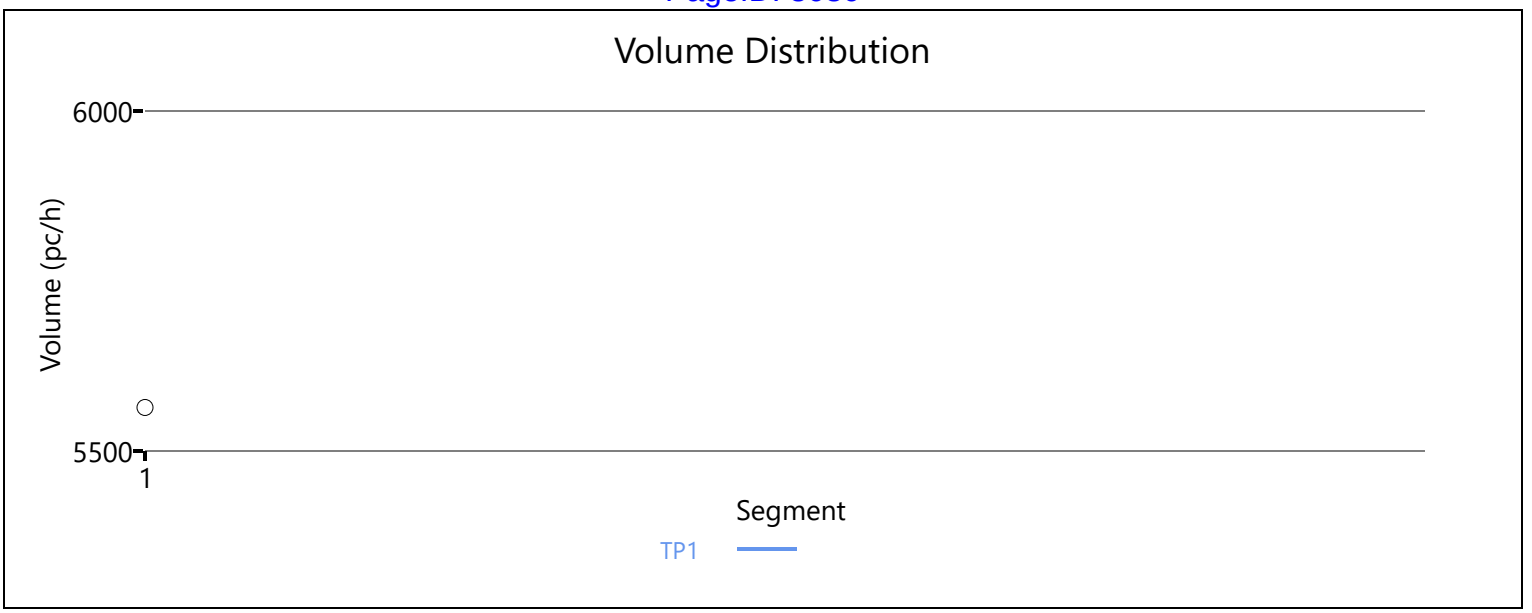
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 33.3 | 31.7 | 1.00 | D |

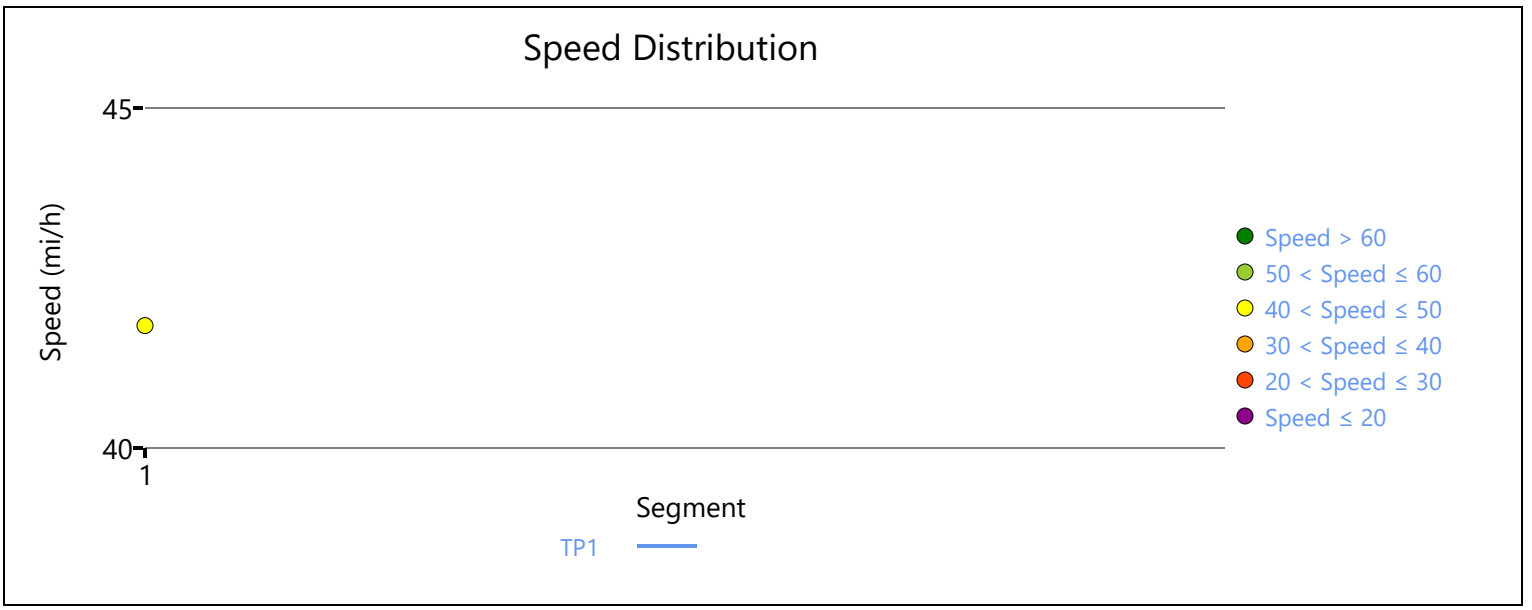
## Facility Overall Results

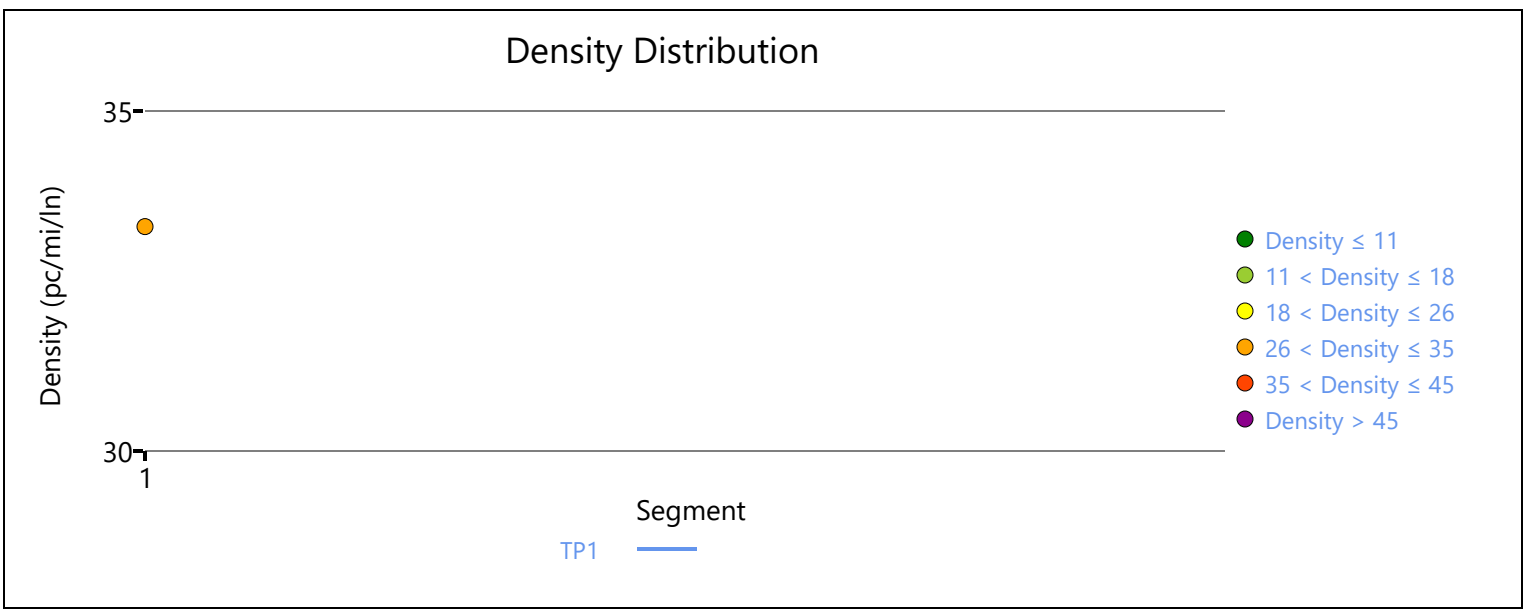
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 31.7 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 33.3 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | LN |
| Project Description | RFK NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.870 | 1143 | 8800 | 0.13 | 41.8 | 6.8 | A |

## Facility Analysis Results

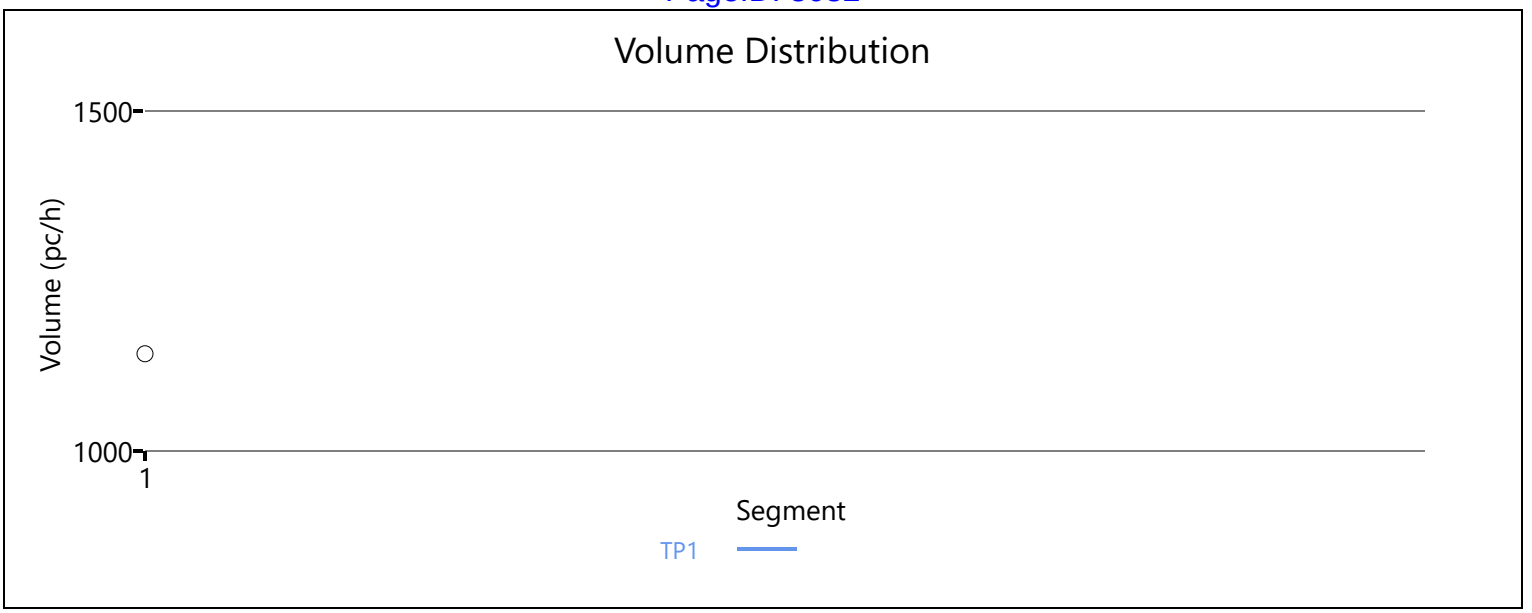
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 6.8 | 5.9 | 1.00 | A |

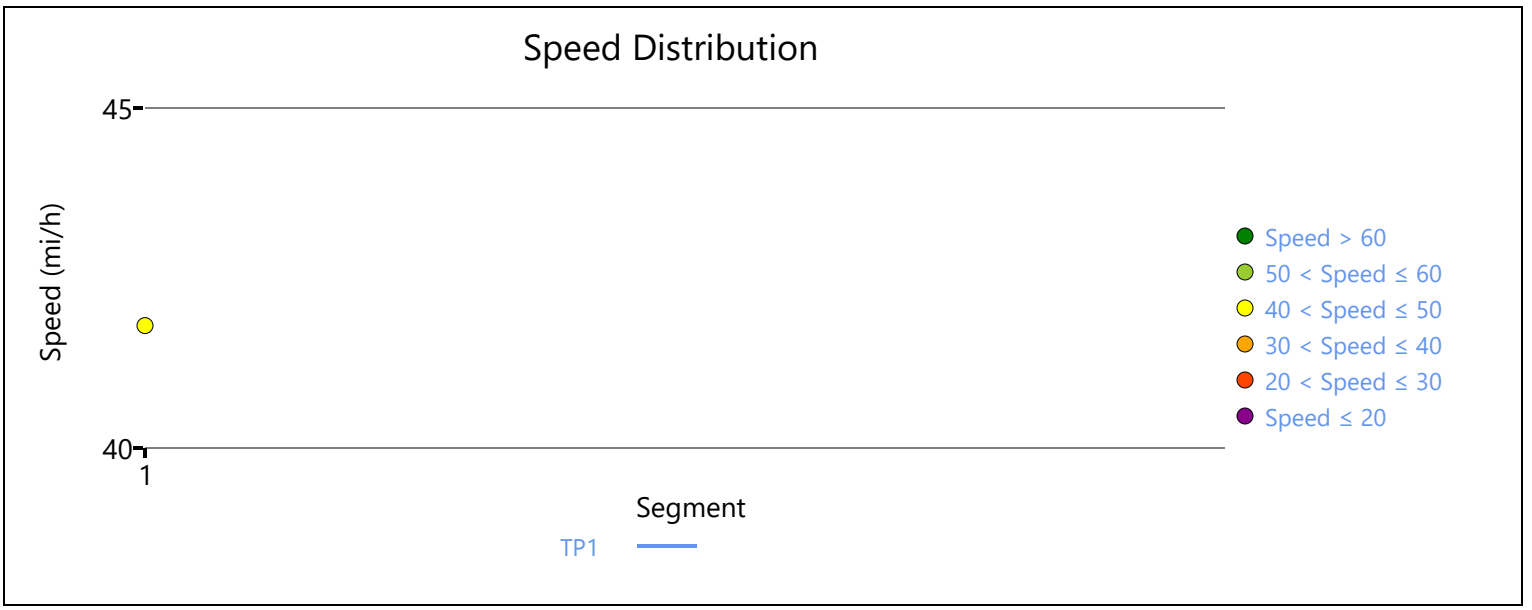
## Facility Overall Results

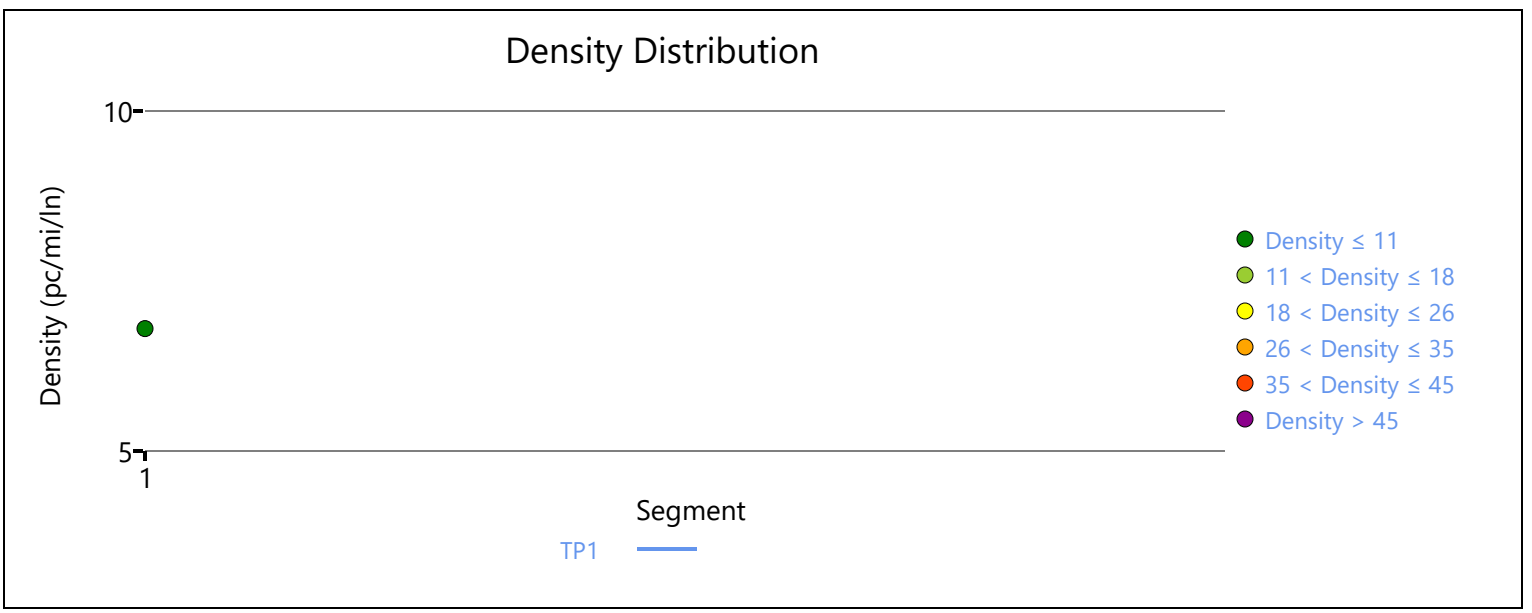
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 5.9 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 6.8 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | LN |
| Project Description | RFK SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 1 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 0.69 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 3634 | 4 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.924 | 1675 | 8800 | 0.19 | 41.8 | 10.0 | A |

## Facility Analysis Results

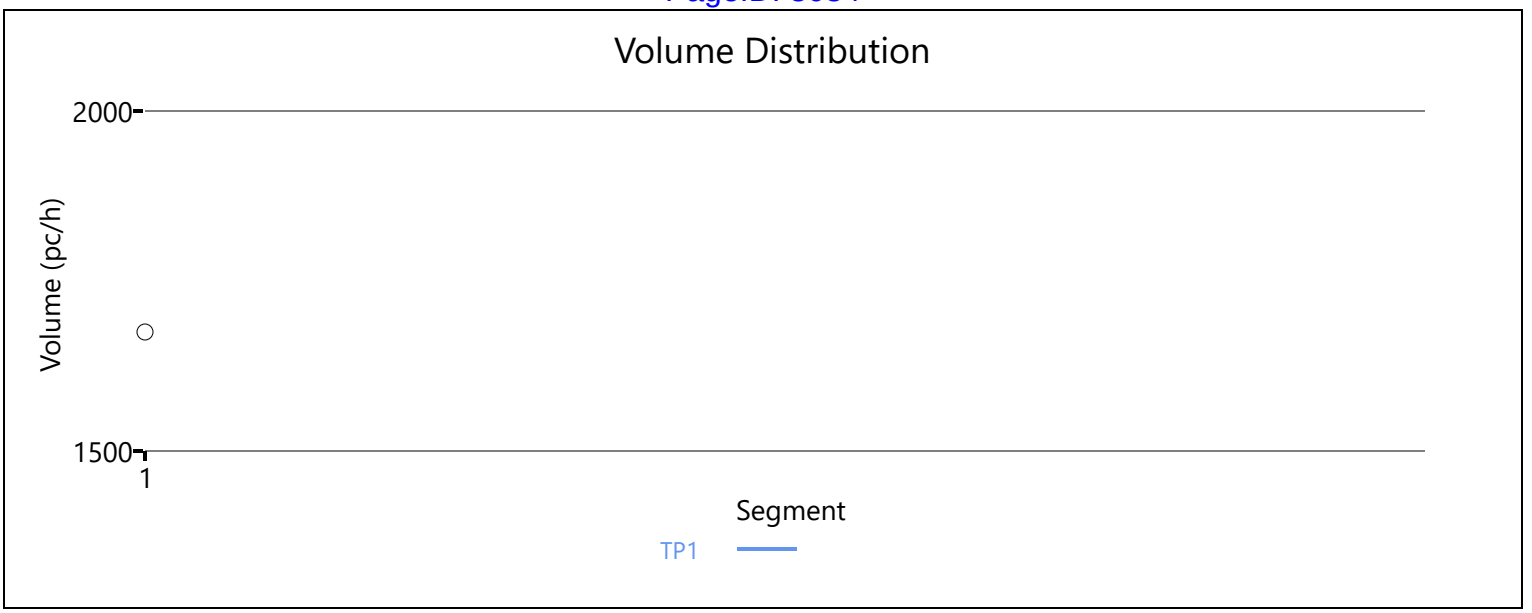
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 41.8 | 10.0 | 9.2 | 1.00 | A |

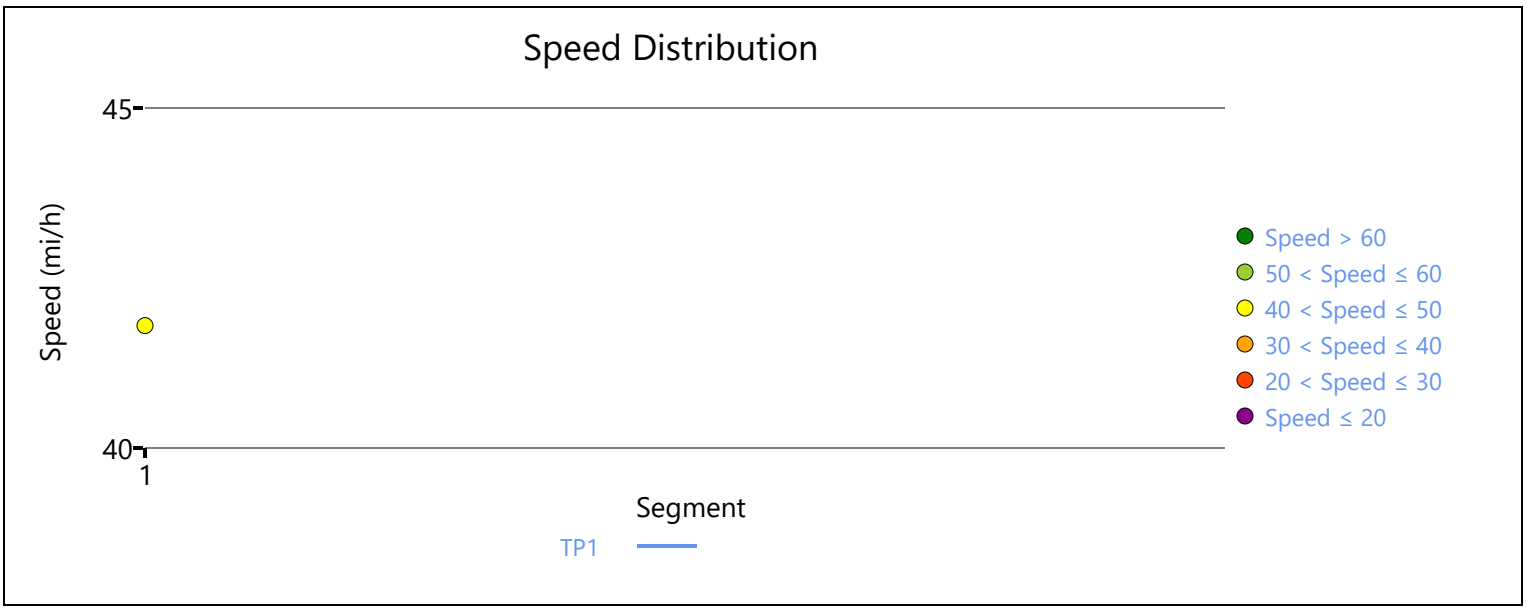
## Facility Overall Results

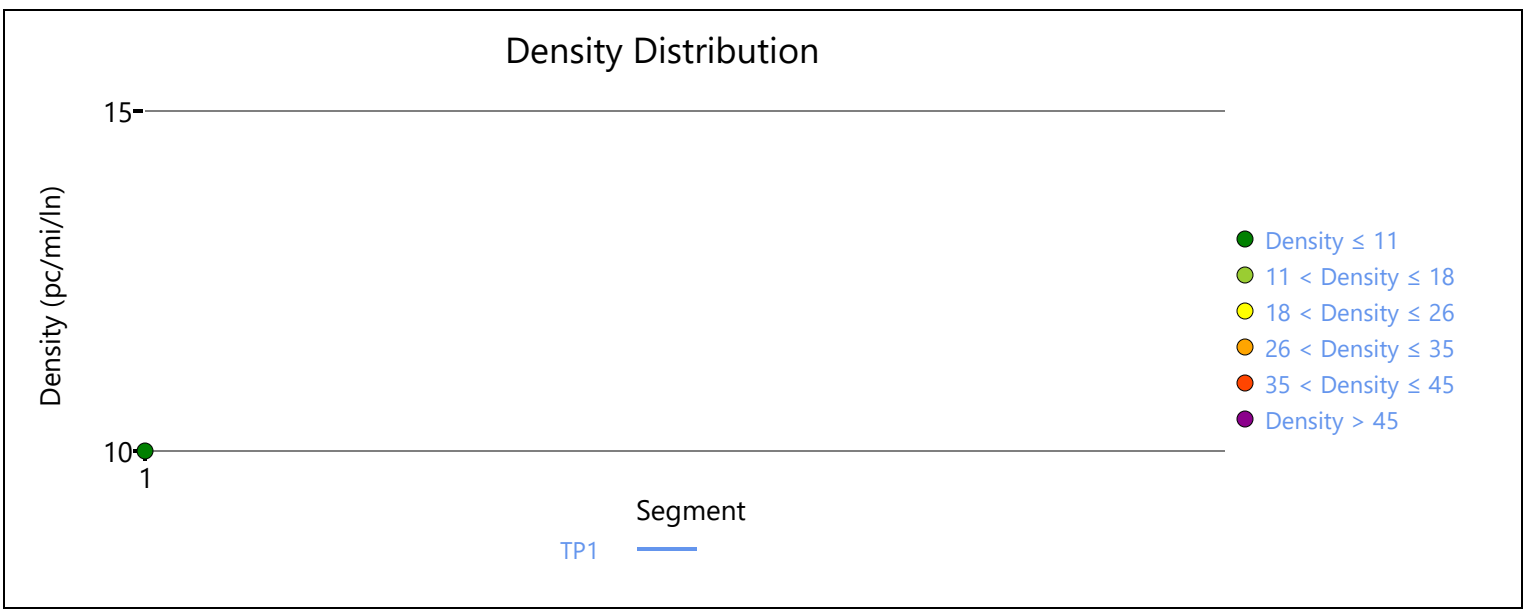
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 41.8 | Density, veh/mi/ln | 9.2 |
| Average Travel Time, min | 1.00 | Density, pc/mi/ln | 10.0 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | AM |
| Project Description | NJTP Eastern Spur NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.07 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Merge | Merge | _ | 663 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.789 | 275 | 6654 | 0.04 | 51.8 | 1.8 | A |

### Segment 2: Merge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.789 | 0.855 | 1094 | 819 | 6750 | 4000 | 0.16 | 0.20 | 51.7 | 51.3 | 7.1 | 8.6 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.838 | 1094 | 6654 | 0.16 | 51.8 | 7.0 | A |

## Facility Analysis Results

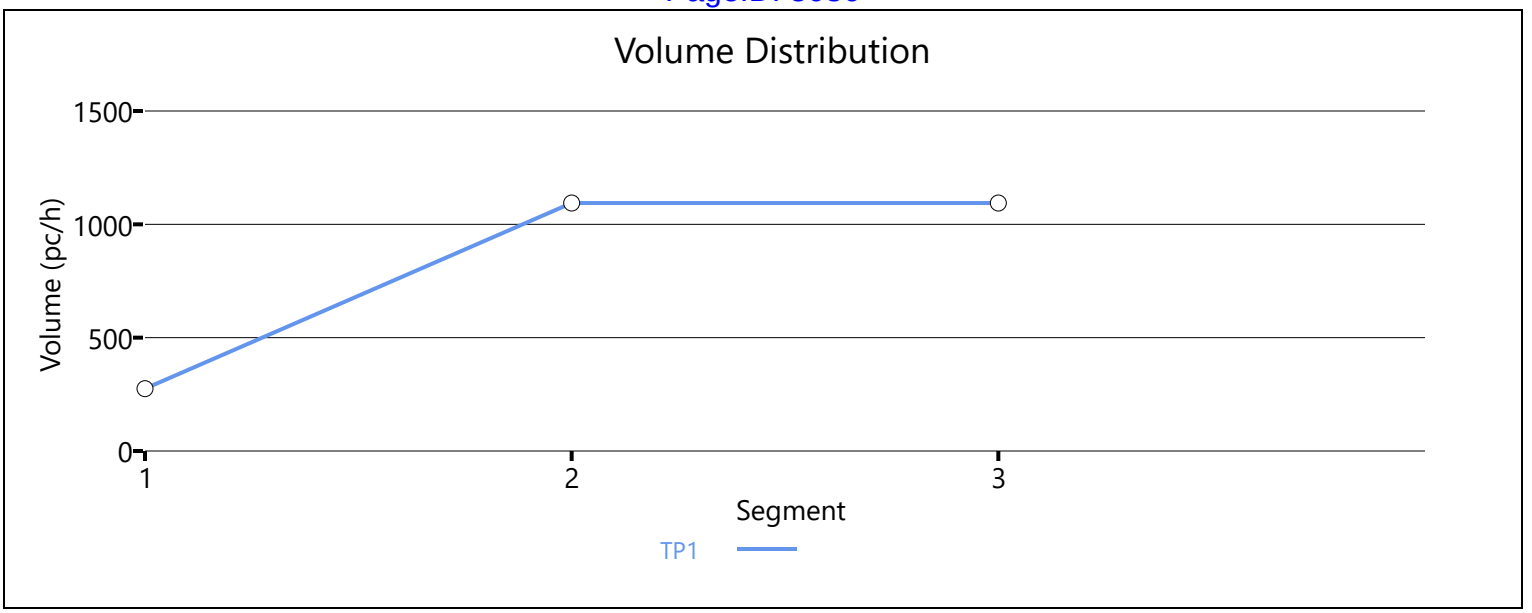
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 51.8 | 4.7 | 3.9 | 1.20 | A |

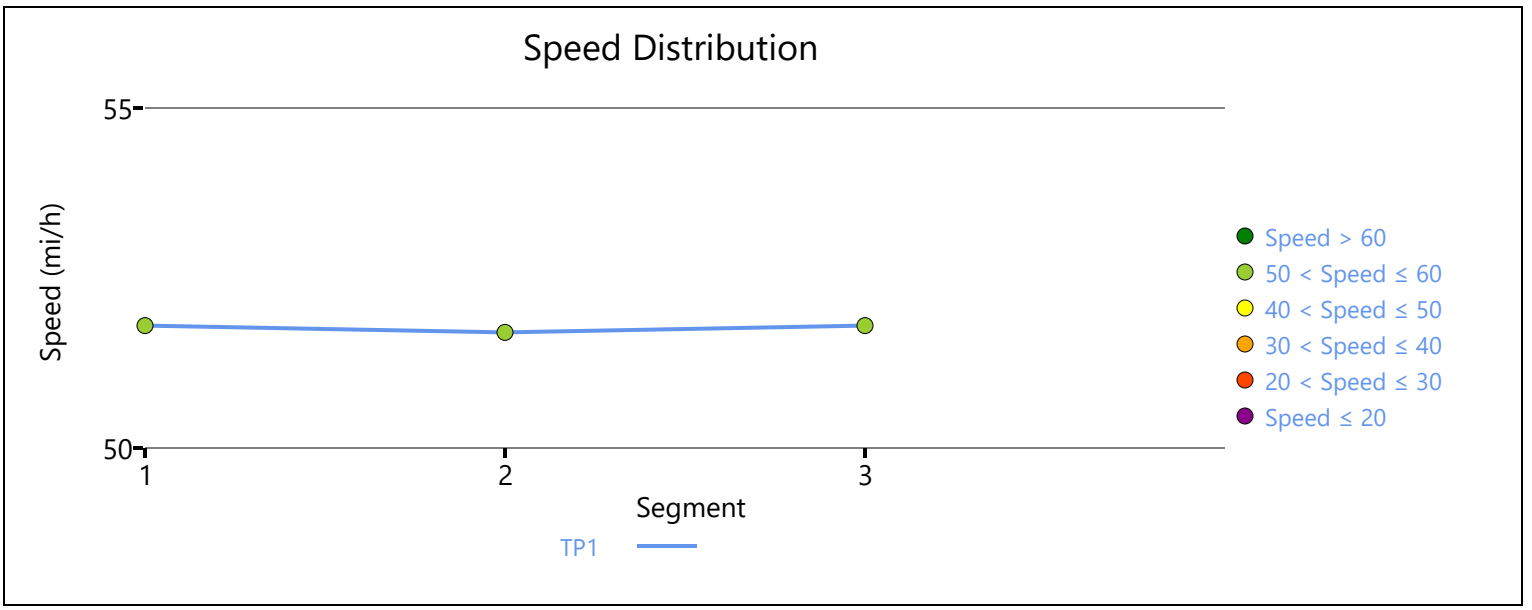
## Facility Overall Results

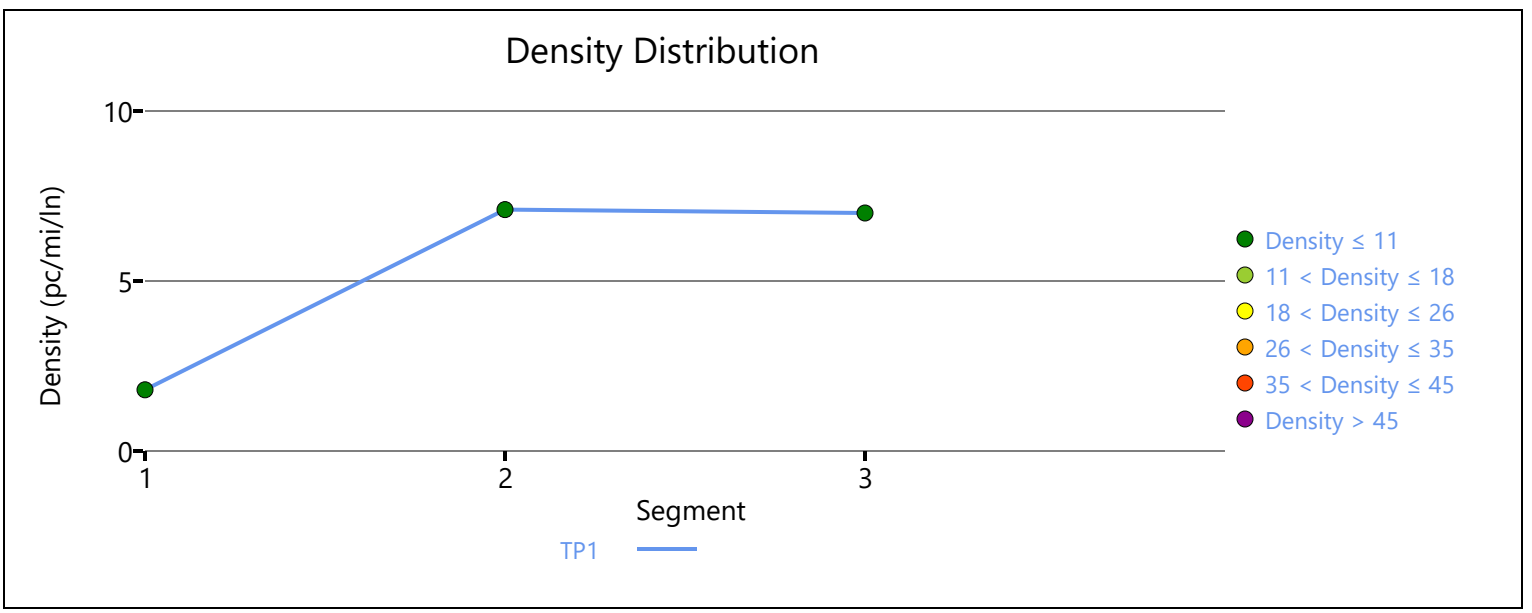
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 51.8 | Density, veh/mi/ln | 3.9 |
| Average Travel Time, min | 1.20 | Density, pc/mi/ln | 4.7 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | AM |
| Project Description | NJTP Eastern Spur SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.29 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Diverge | Basic | _ | 1800 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.856 | 1434 | 6654 | 0.22 | 51.8 | 9.2 | A |

### Segment 2: Diverge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.856 | 0.836 | 1434 | 836 | 6750 | 4200 | 0.21 | 0.20 | 54.9 | 55.0 | 8.7 | 8.7 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.880 | 601 | 6654 | 0.09 | 51.8 | 3.9 | A |

## Facility Analysis Results

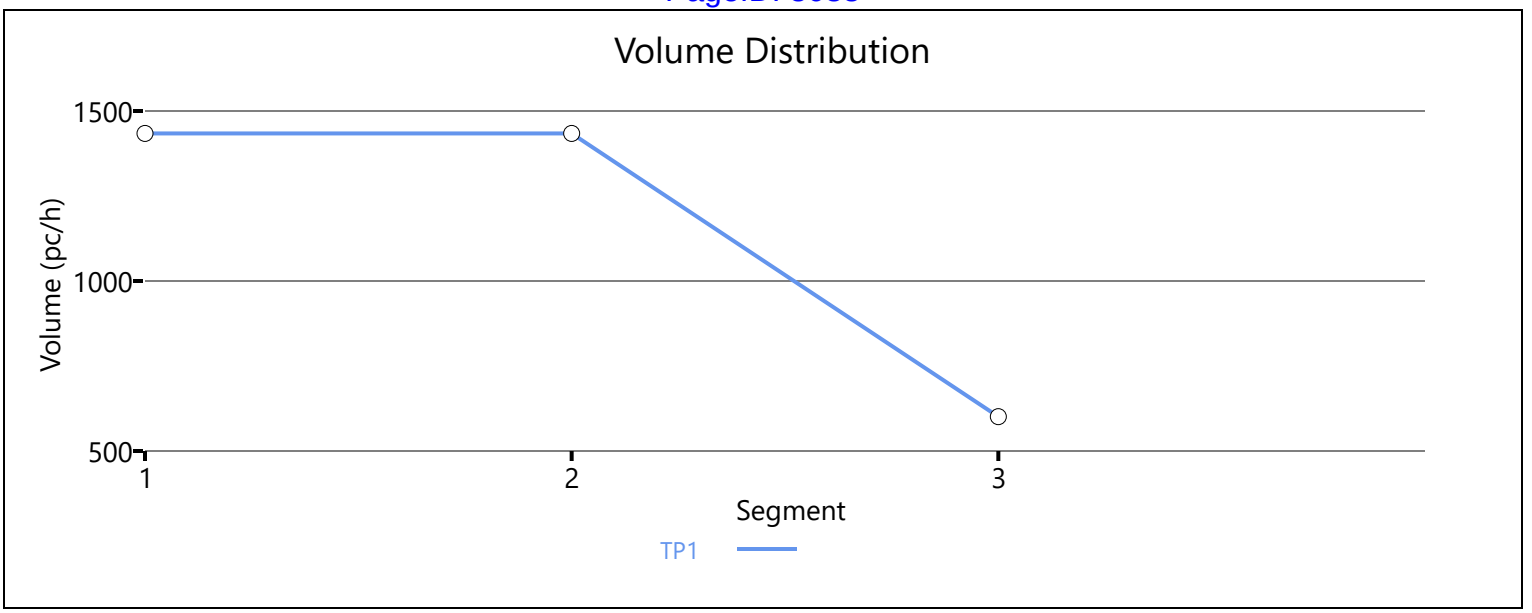
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 52.8 | 7.1 | 6.1 | 1.50 | A |

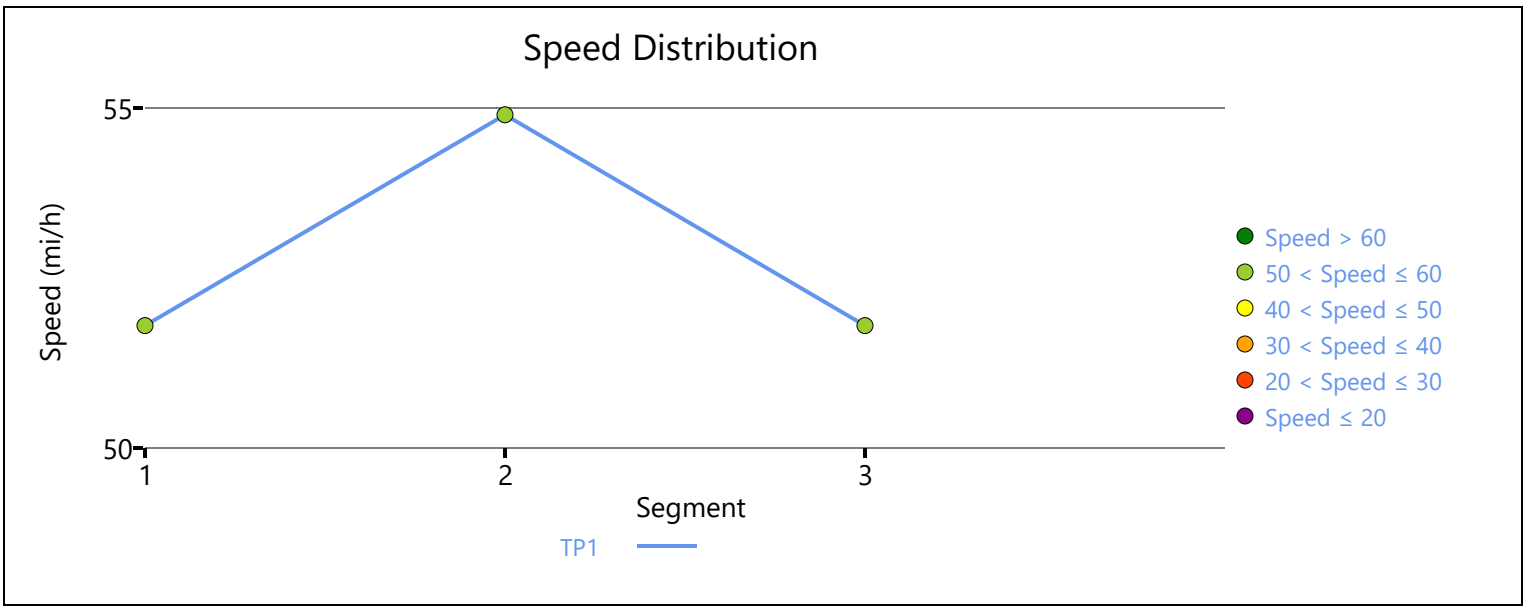
## Facility Overall Results

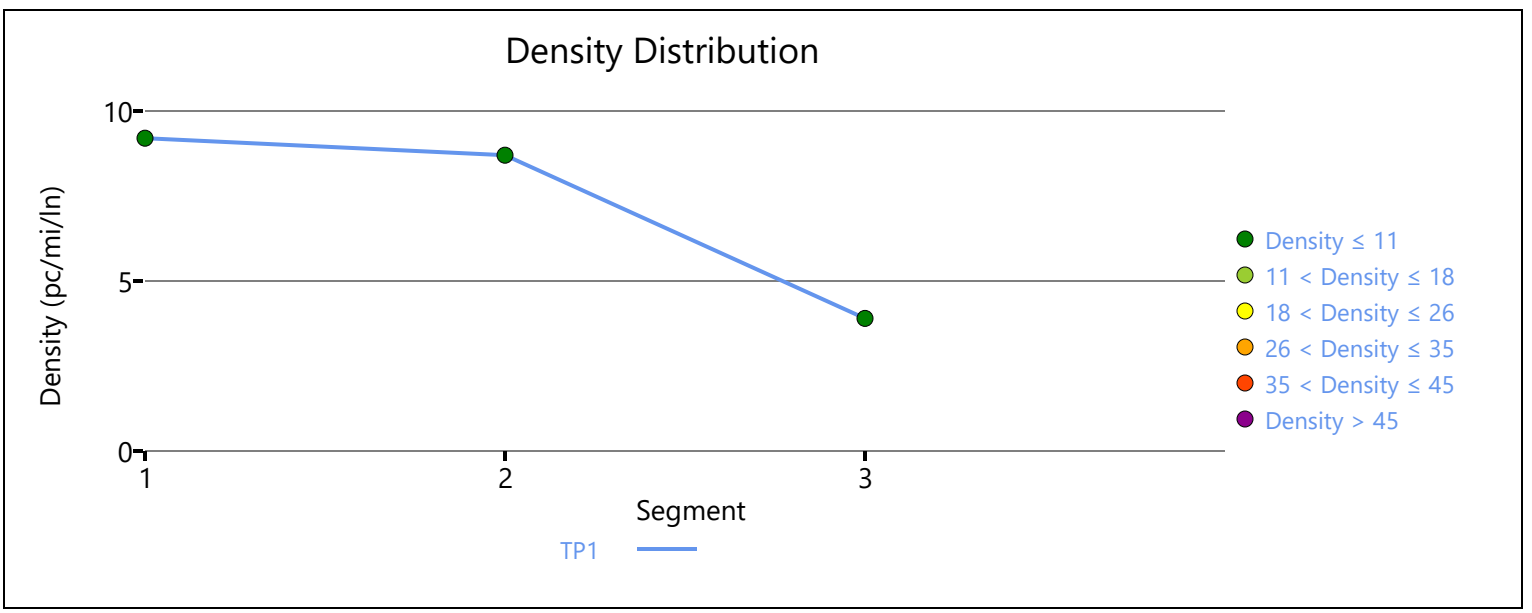
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 52.8 | Density, veh/mi/ln | 6.1 |
| Average Travel Time, min | 1.50 | Density, pc/mi/ln | 7.1 |

## Messages

| | |
|---|---|
| WARNING 1 | Ramp segment length is longer than 1500 feet for segment 2. |

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | MD |
| Project Description | NJTP Eastern Spur NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.07 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Merge | Merge | _ | 663 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.795 | 352 | 6654 | 0.05 | 51.8 | 2.3 | A |

### Segment 2: Merge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.795 | 0.832 | 1112 | 760 | 6750 | 4000 | 0.16 | 0.19 | 51.8 | 51.3 | 7.2 | 8.5 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.821 | 1110 | 6654 | 0.17 | 51.8 | 7.1 | A |

## Facility Analysis Results

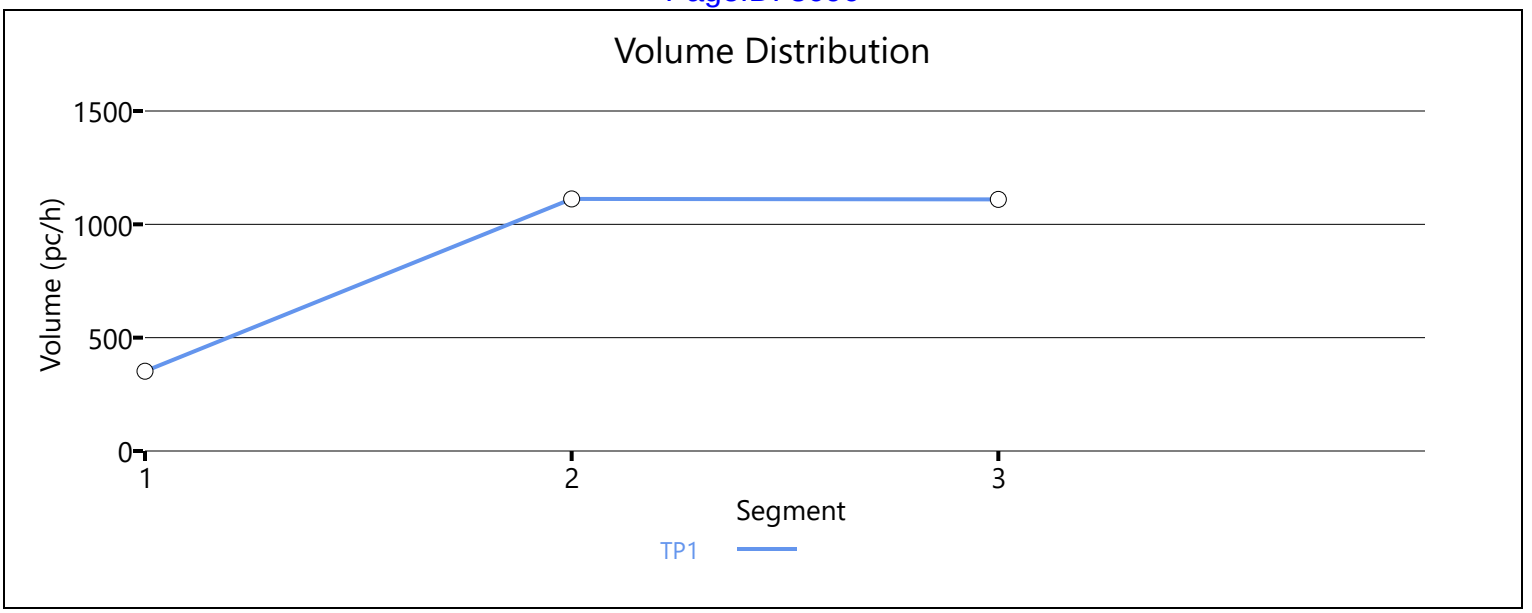
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 51.8 | 5.0 | 4.0 | 1.20 | A |

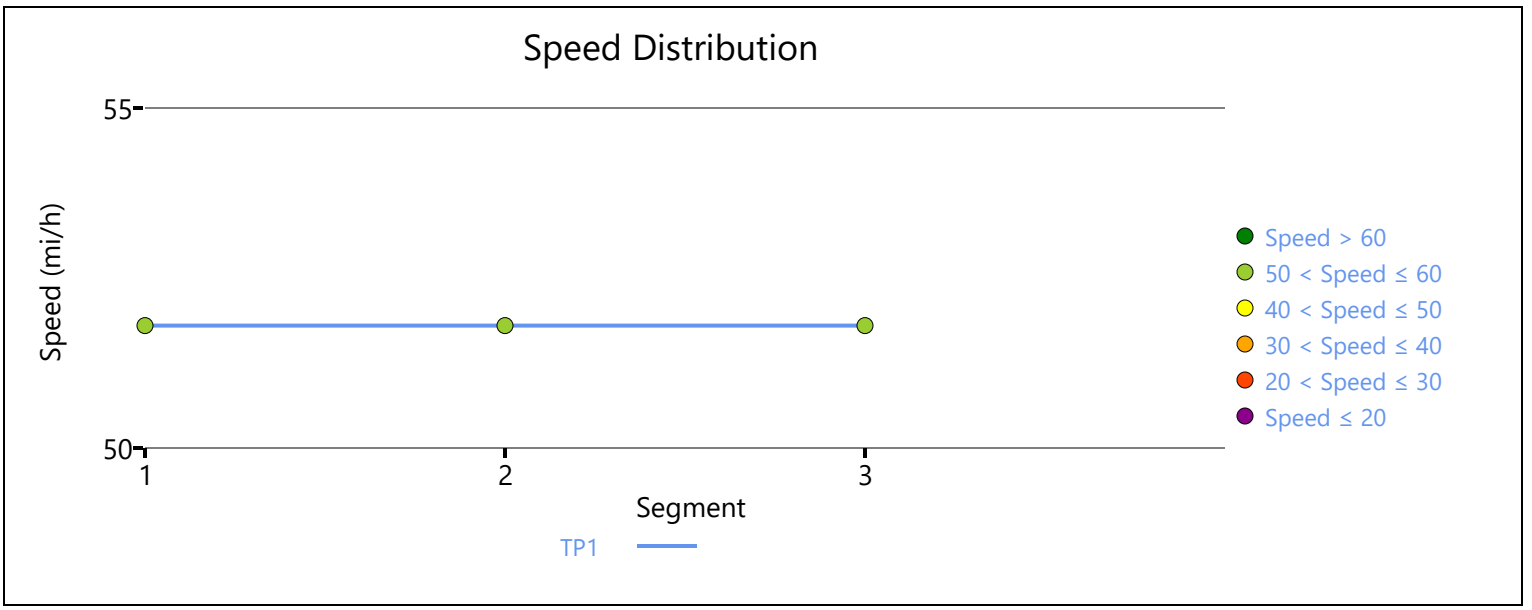
## Facility Overall Results

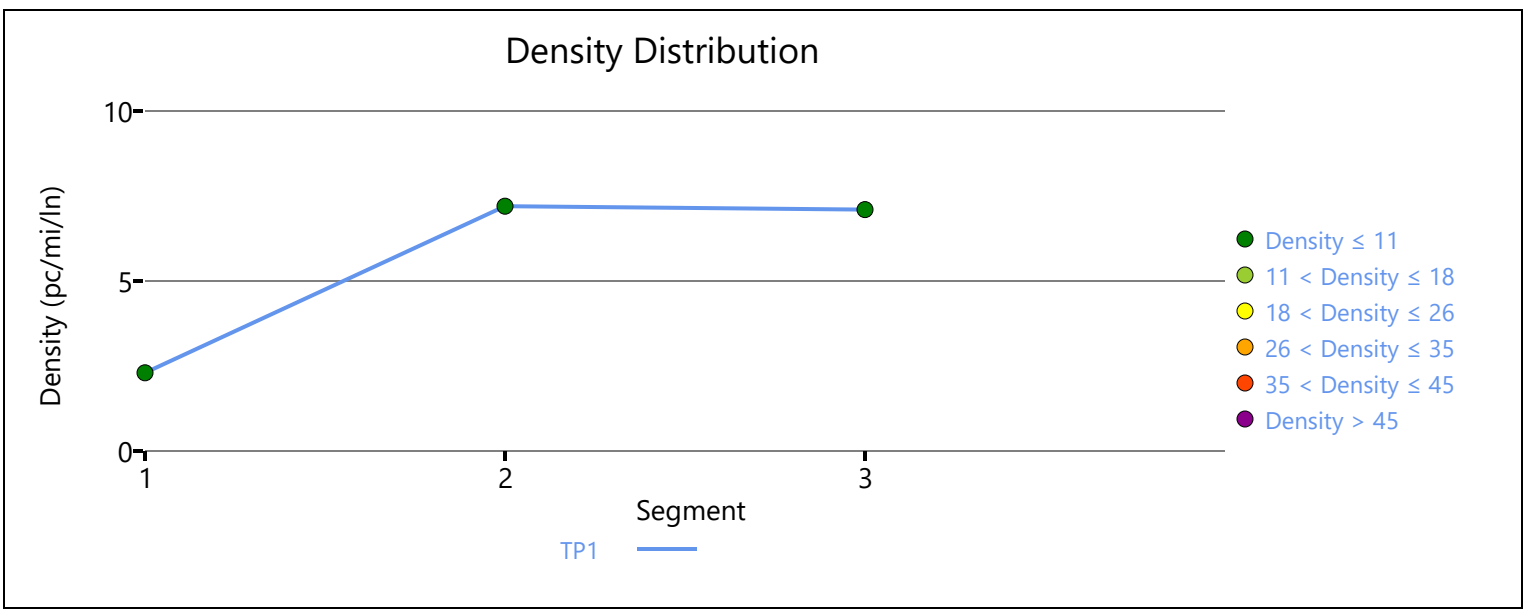
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 51.8 | Density, veh/mi/ln | 4.0 |
| Average Travel Time, min | 1.20 | Density, pc/mi/ln | 5.0 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | MD |
| Project Description | NJTP Eastern Spur SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.29 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Diverge | Basic | _ | 1800 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.831 | 1020 | 6654 | 0.15 | 51.8 | 6.6 | A |

### Segment 2: Diverge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.831 | 0.806 | 1020 | 822 | 6750 | 4200 | 0.15 | 0.20 | 54.9 | 55.0 | 6.2 | 6.2 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.921 | 201 | 6654 | 0.03 | 51.8 | 1.3 | A |

## Facility Analysis Results

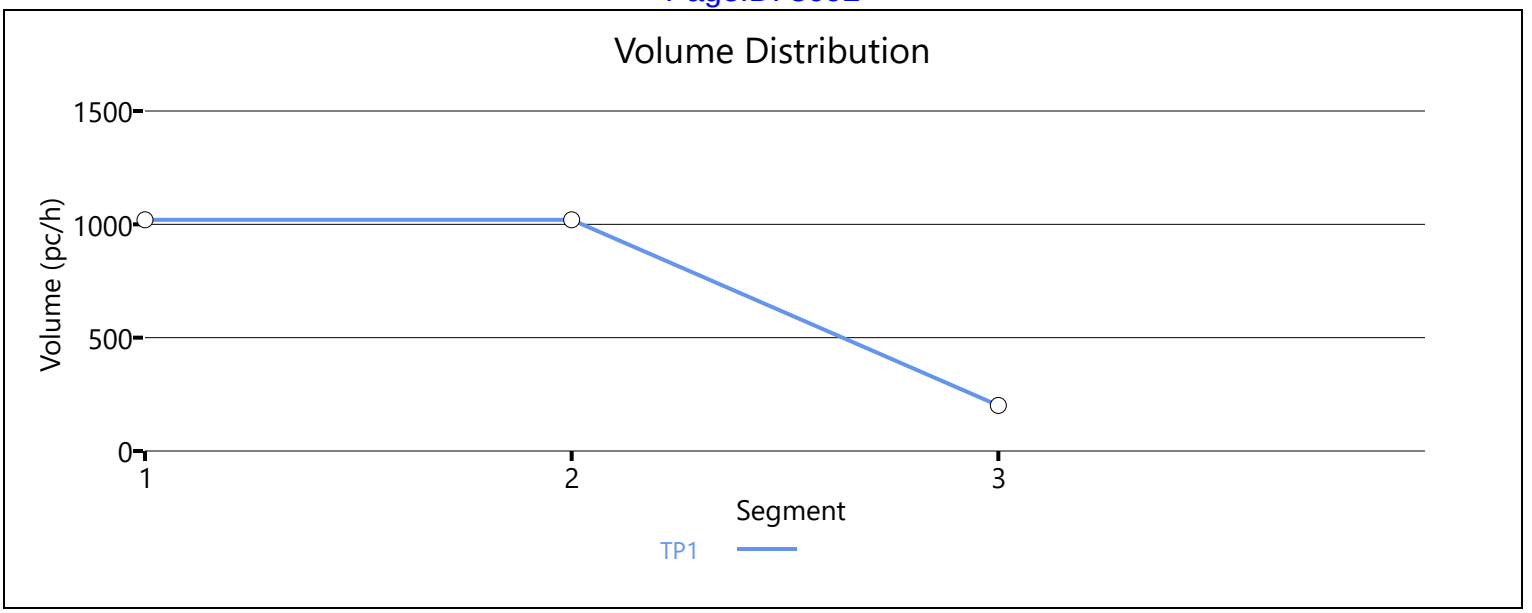
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 52.9 | 4.6 | 3.8 | 1.50 | A |

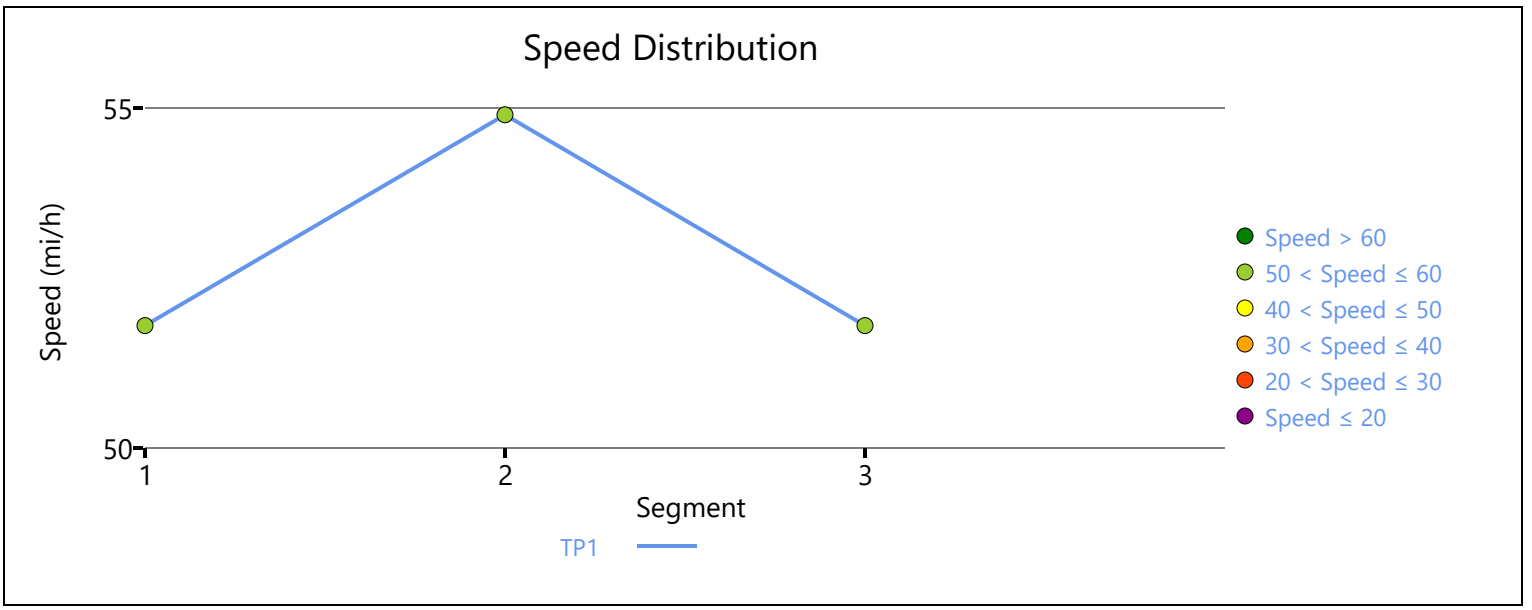
## Facility Overall Results

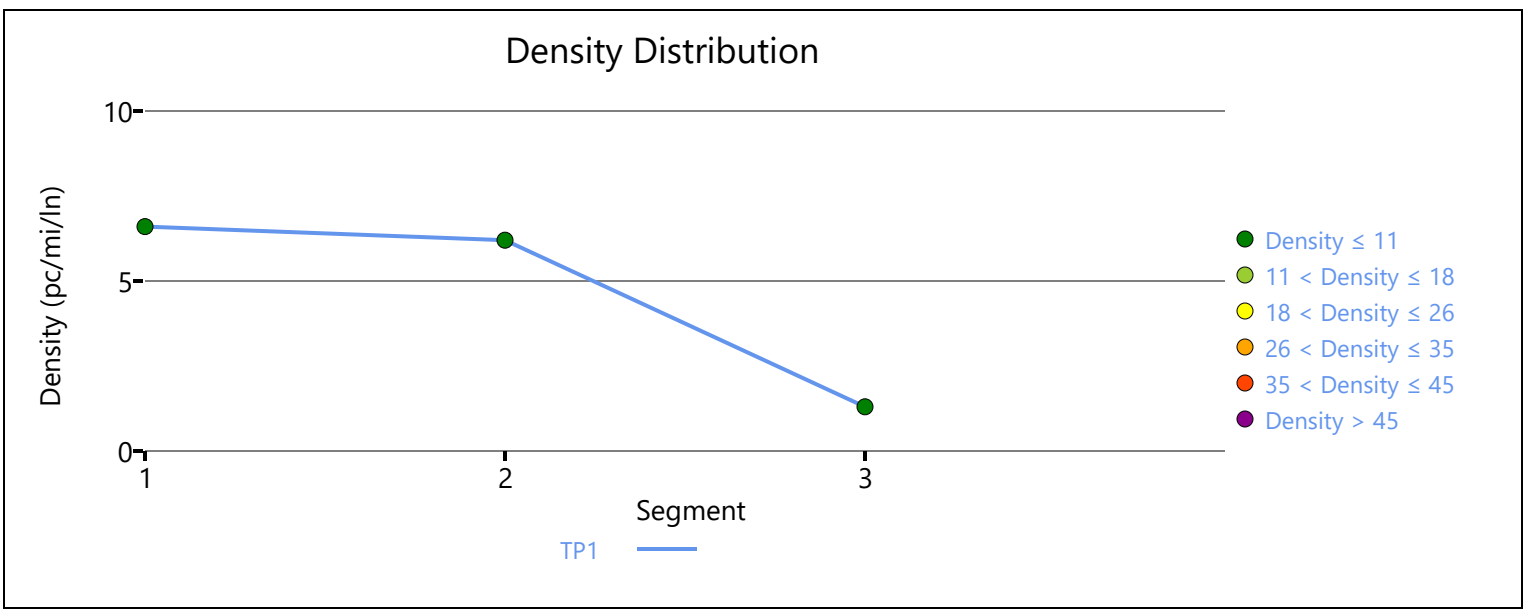
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 52.9 | Density, veh/mi/ln | 3.8 |
| Average Travel Time, min | 1.50 | Density, pc/mi/ln | 4.6 |

## Messages

| | |
|---|---|
| WARNING 1 | Ramp segment length is longer than 1500 feet for segment 2. |

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | PM |
| Project Description | NJTP Eastern Spur NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.07 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Merge | Merge | _ | 663 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.917 | 578 | 6654 | 0.09 | 51.8 | 3.7 | A |

### Segment 2: Merge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.917 | 0.933 | 1549 | 971 | 6750 | 4000 | 0.23 | 0.24 | 51.8 | 51.2 | 10.0 | 11.1 | B |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.928 | 1548 | 6654 | 0.23 | 51.8 | 10.0 | A |

## Facility Analysis Results

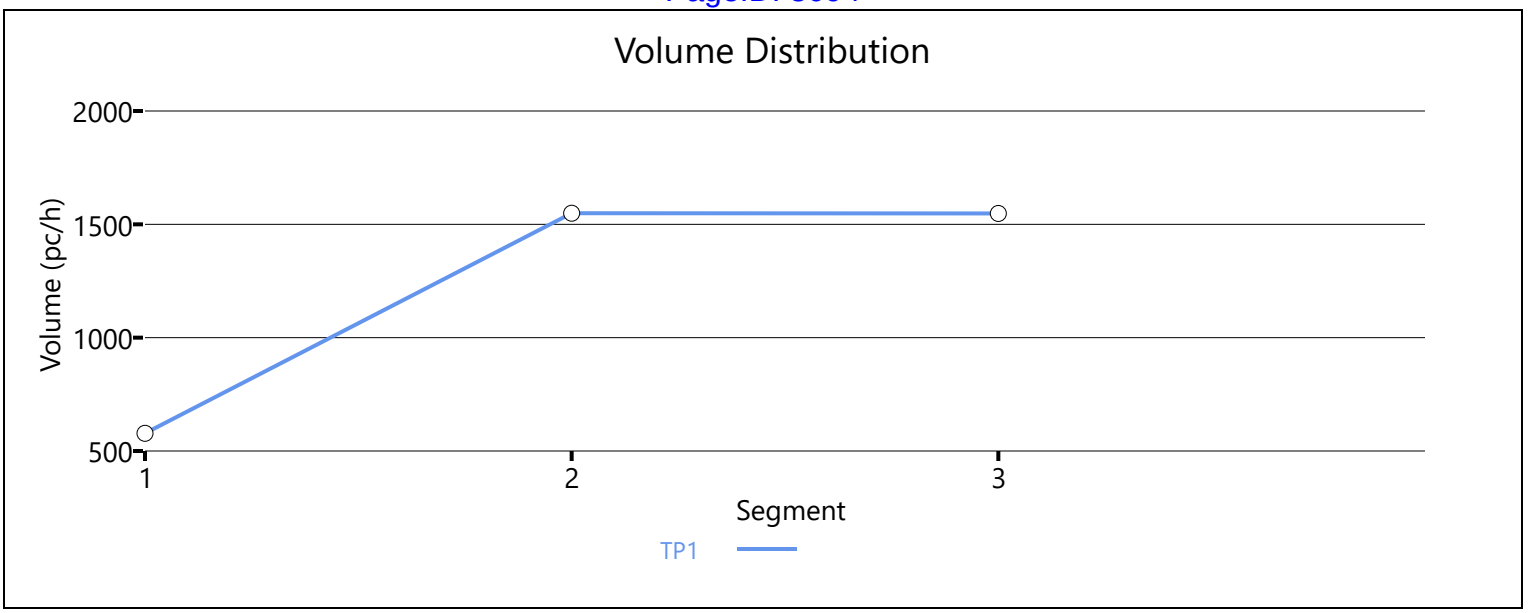
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 51.8 | 7.2 | 6.7 | 1.20 | A |

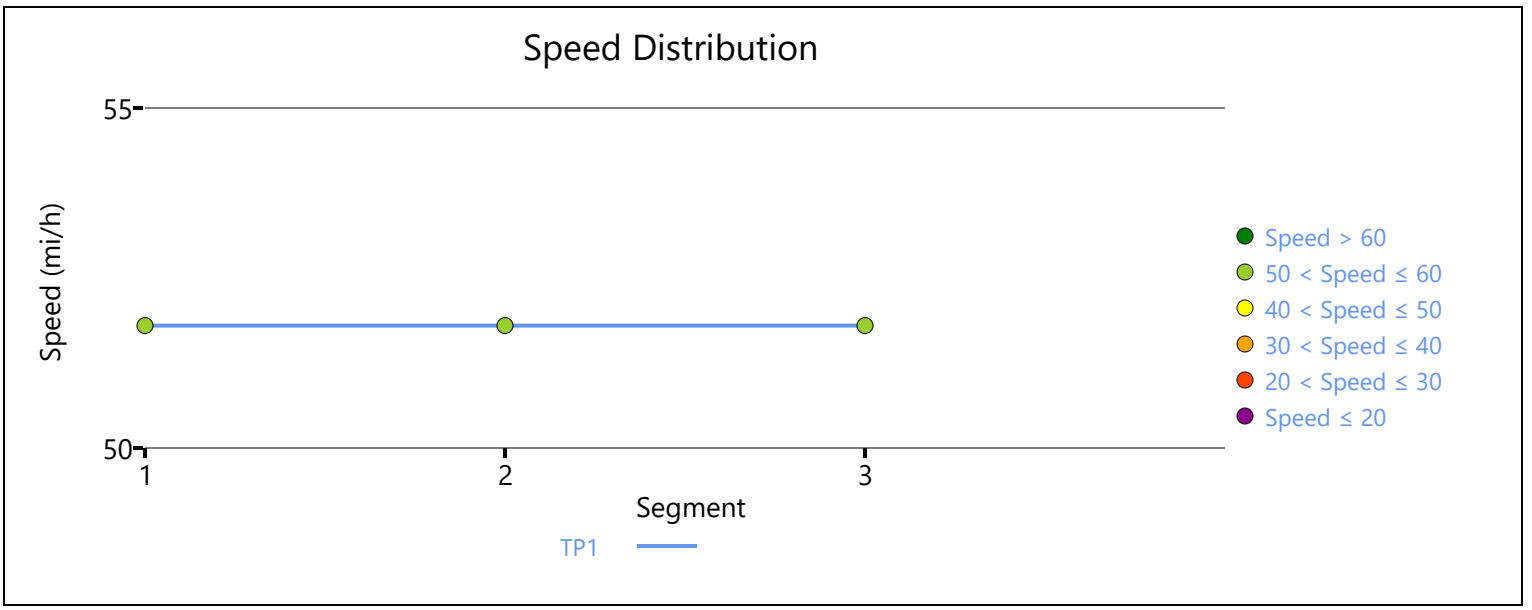
## Facility Overall Results

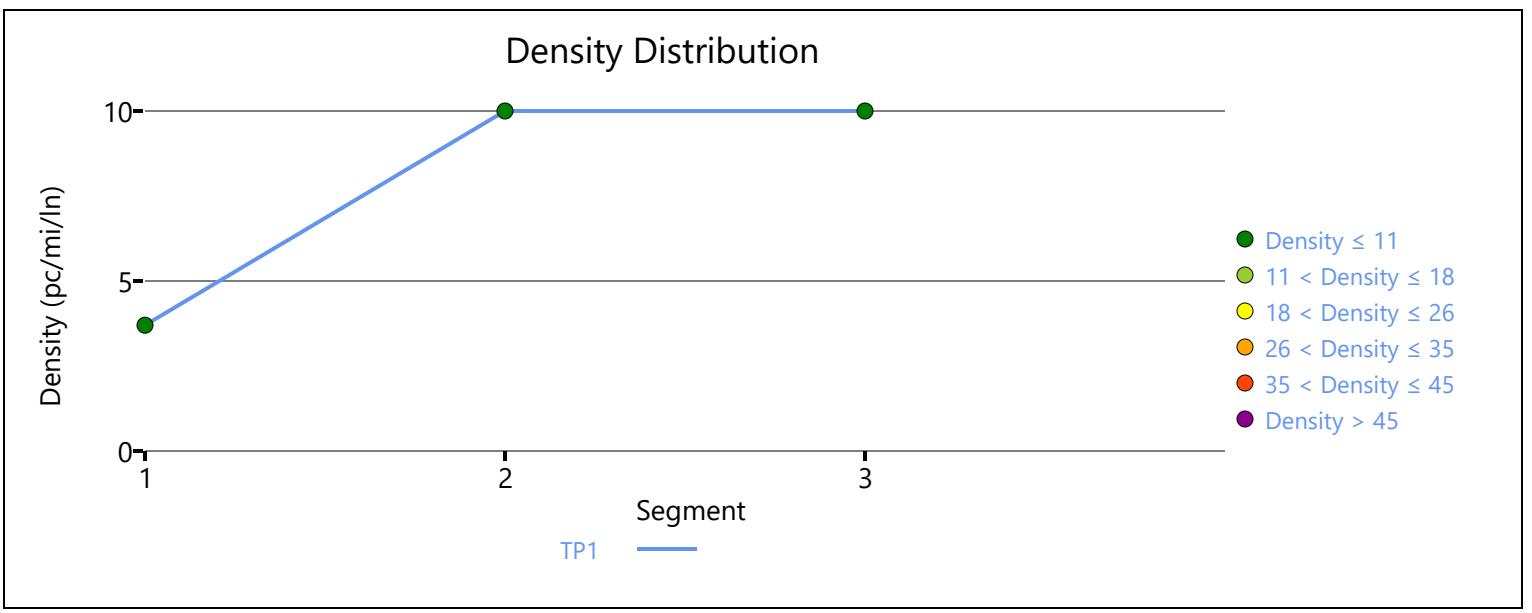
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 51.8 | Density, veh/mi/ln | 6.7 |
| Average Travel Time, min | 1.20 | Density, pc/mi/ln | 7.2 |

## Messages

## Comments

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | PM |
| Project Description | NJTP Eastern Spur SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.29 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Diverge | Basic | _ | 1800 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.919 | 957 | 6654 | 0.14 | 51.8 | 6.2 | A |

### Segment 2: Diverge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.919 | 0.926 | 957 | 903 | 6750 | 4200 | 0.14 | 0.22 | 54.9 | 55.0 | 5.8 | 5.8 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.808 | 54 | 6654 | 0.01 | 51.8 | 0.3 | A |

## Facility Analysis Results

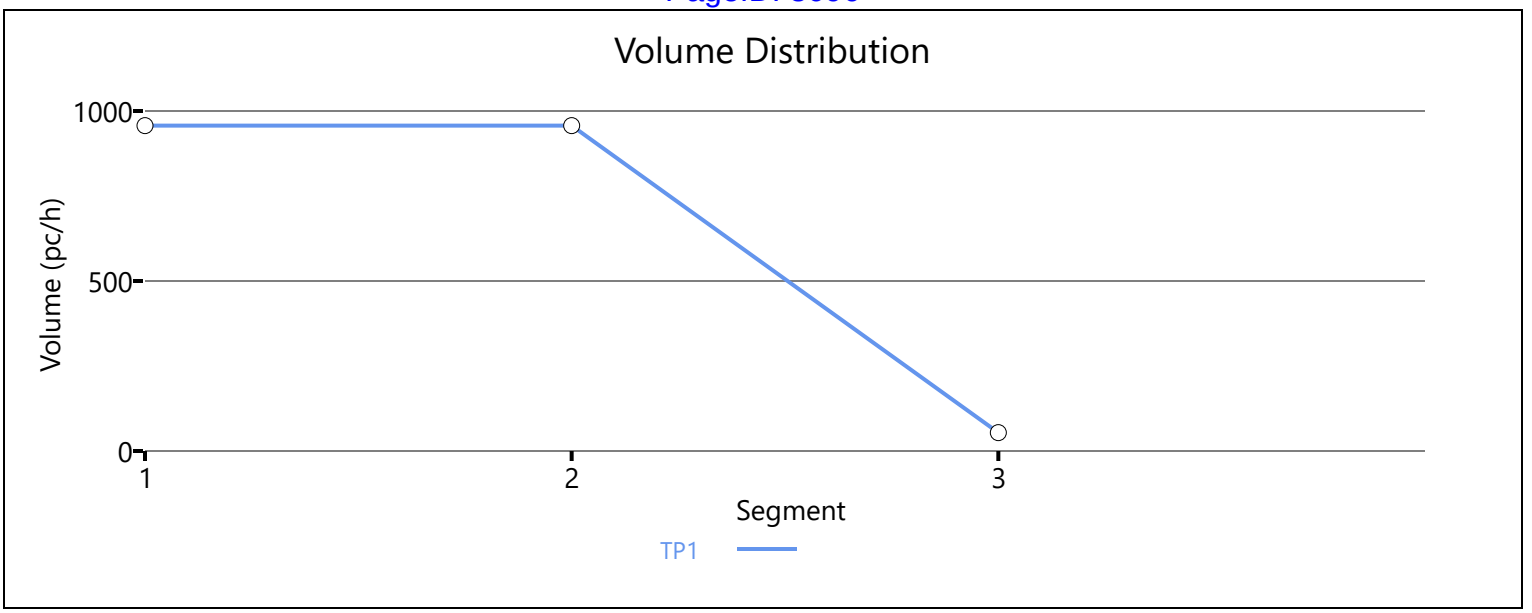
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 53.0 | 3.9 | 3.6 | 1.50 | A |

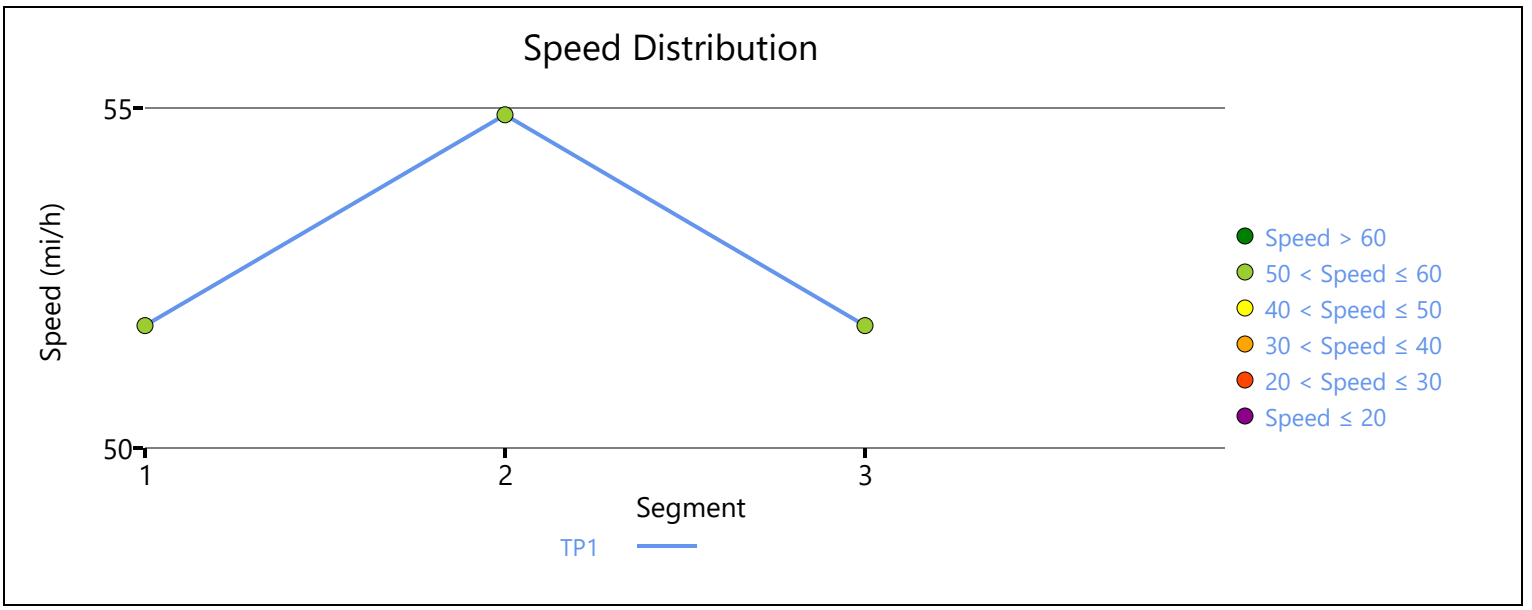
## Facility Overall Results

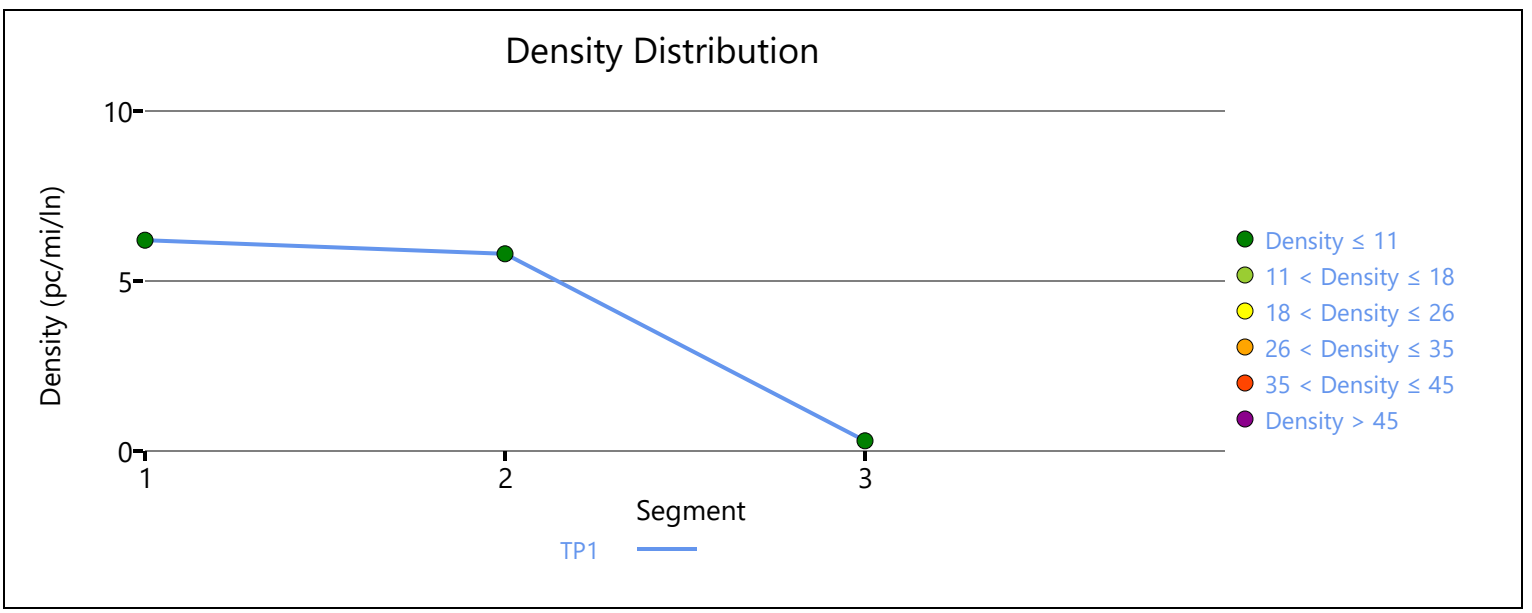
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 53.0 | Density, veh/mi/ln | 3.6 |
| Average Travel Time, min | 1.50 | Density, pc/mi/ln | 3.9 |

## Messages

| | |
|---|---|
| WARNING 1 | Ramp segment length is longer than 1500 feet for segment 2. |

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | LN |
| Project Description | NJTP Eastern Spur NB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.07 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Merge | Merge | _ | 663 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.733 | 20 | 6654 | 0.00 | 51.8 | 0.1 | A |

### Segment 2: Merge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.733 | 0.904 | 431 | 411 | 6750 | 4000 | 0.06 | 0.10 | 51.4 | 51.3 | 2.8 | 4.5 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.896 | 431 | 6654 | 0.06 | 51.8 | 2.8 | A |

## Facility Analysis Results

| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 51.7 | 1.6 | 1.4 | 1.20 | A |

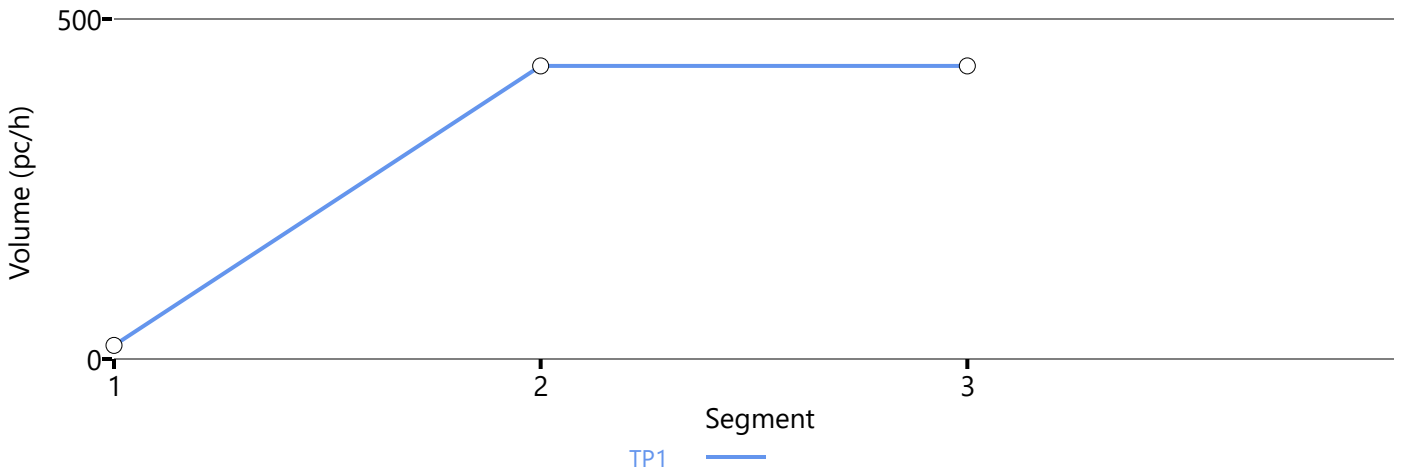
## Facility Overall Results

| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 51.7 | Density, veh/mi/ln | 1.4 |
| Average Travel Time, min | 1.20 | Density, pc/mi/ln | 1.6 |

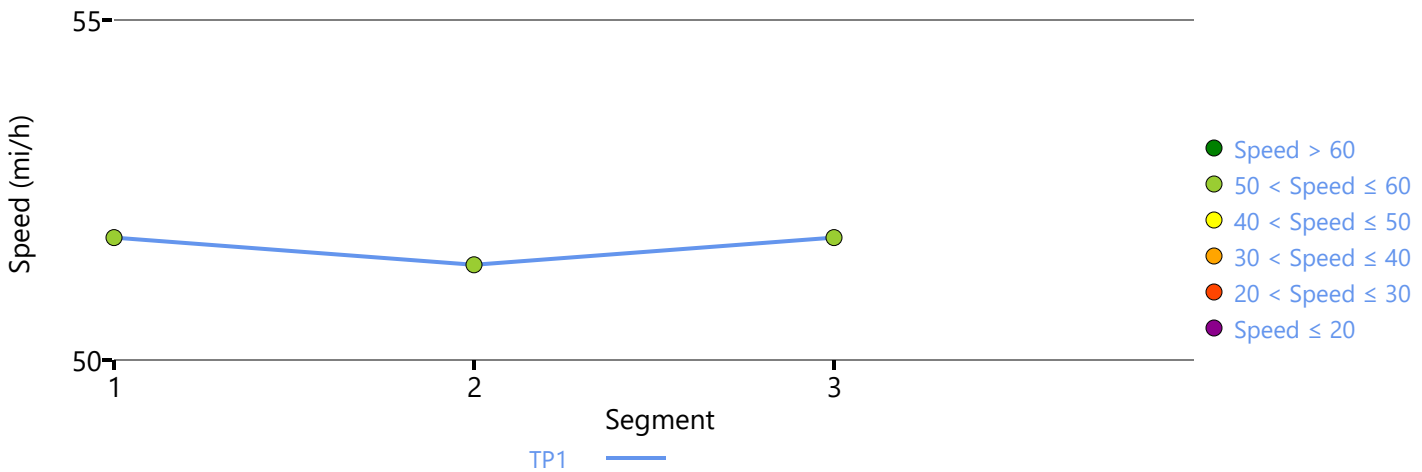
## Messages

## Comments

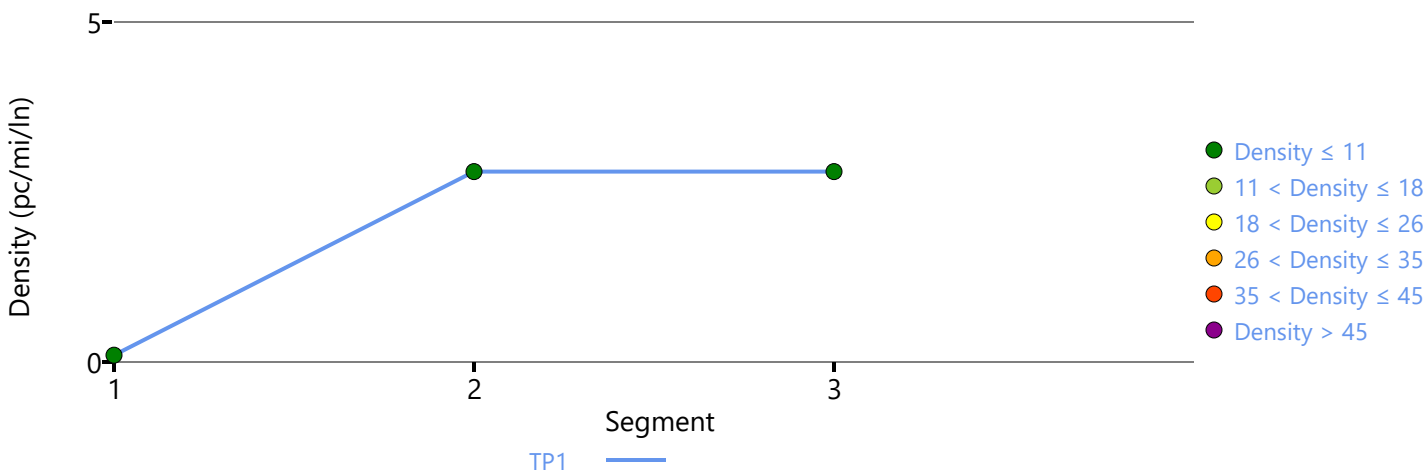
## Volume Distribution




## Speed Distribution




## Density Distribution

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# HCS7 Freeway Facilities Report

## Project Information

| | | | |
|---|---|---|---|
| Analyst | | Date | 1/10/2024 |
| Agency | WSP | Analysis Year | adopted toll structure |
| Jurisdiction | | Time Analyzed | LN |
| Project Description | NJTP Eastern Spur SB | Units | U.S. Customary |

## Facility Global Input

| | | | |
|---|---|---|---|
| Jam Density, pc/mi/ln | 190.0 | Density at Capacity, pc/mi/ln | 45.0 |
| Queue Discharge Capacity Drop, % | 7 | Total Segments | 3 |
| Total Analysis Periods | 1 | Analysis Period Duration, min | 15 |
| Facility Length, mi | 1.29 | | |

## Facility Segment Data

| No. | Coded | Analyzed | Name | Length, ft | Lanes |
|---|---|---|---|---|---|
| 1 | Basic | Basic | | 2500 | 3 |
| 2 | Diverge | Basic | _ | 1800 | 3 |
| 3 | Basic | Basic | | 2500 | 3 |

## Facility Segment Data

### Segment 1: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.899 | 431 | 6654 | 0.06 | 51.8 | 2.8 | A |

### Segment 2: Diverge

| AP | PHF | | fHV | | Flow Rate (pc/h) | | Capacity (pc/h) | | d/c Ratio | | Speed (mi/h) | | Density (pc/mi/ln) | | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | F | R | F | R | Freeway | Ramp | Freeway | Ramp | F | R | F | R | Freeway | Ramp | |
| 1 | 0.94 | 0.94 | 0.899 | 0.906 | 431 | 412 | 6750 | 4200 | 0.06 | 0.10 | 54.9 | 55.0 | 2.6 | 2.6 | A |

### Segment 3: Basic

| AP | PHF | fHV | Flow Rate (pc/h) | Capacity (pc/h) | d/c Ratio | Speed (mi/h) | Density (pc/mi/ln) | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | 0.94 | 0.706 | 20 | 6654 | 0.00 | 51.8 | 0.1 | A |

## Facility Analysis Results

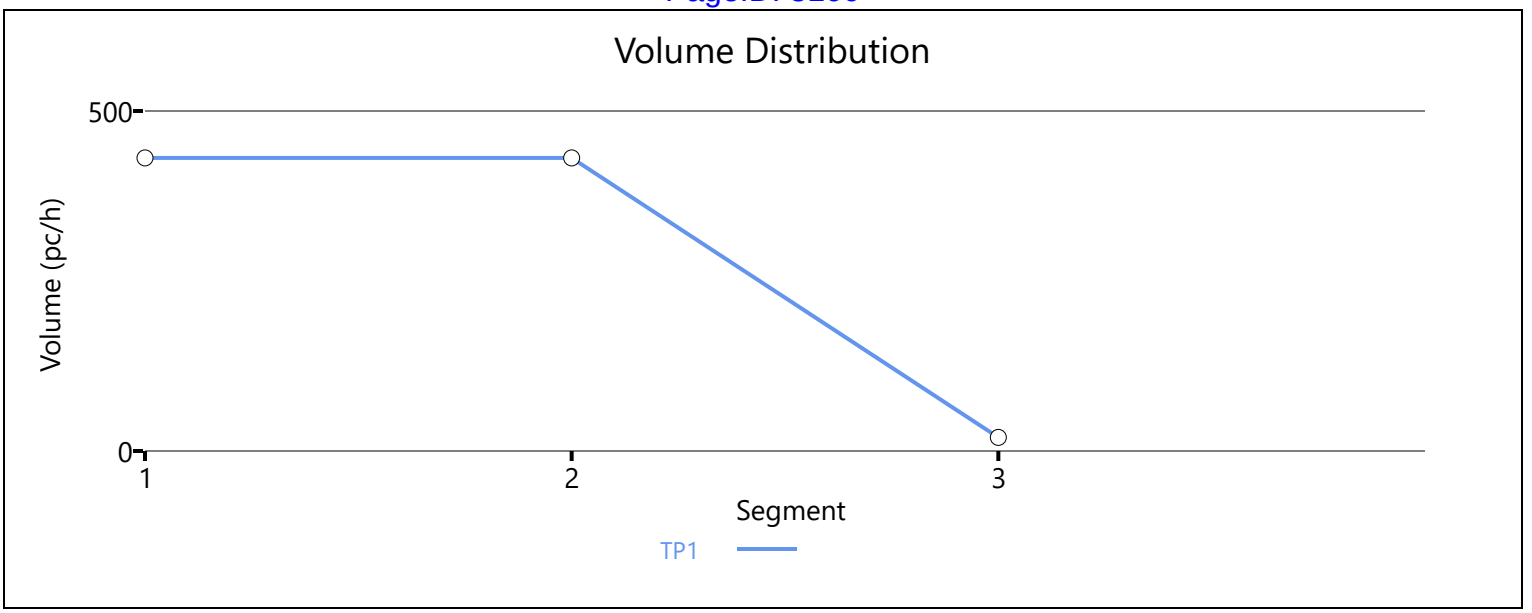
| AP | Speed, mi/h | Density, pc/mi/ln | Density, veh/mi/ln | Travel Time, min | LOS |
|---|---|---|---|---|---|
| 1 | 53.0 | 1.8 | 1.6 | 1.50 | A |

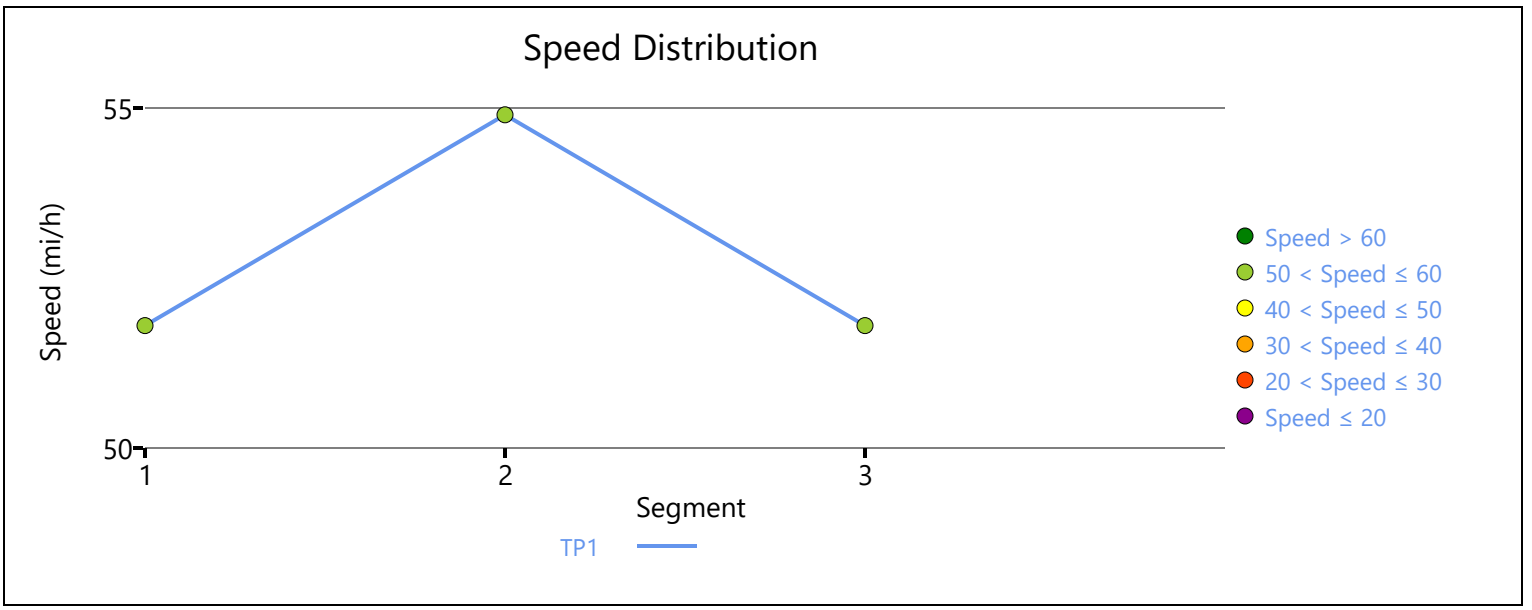
## Facility Overall Results

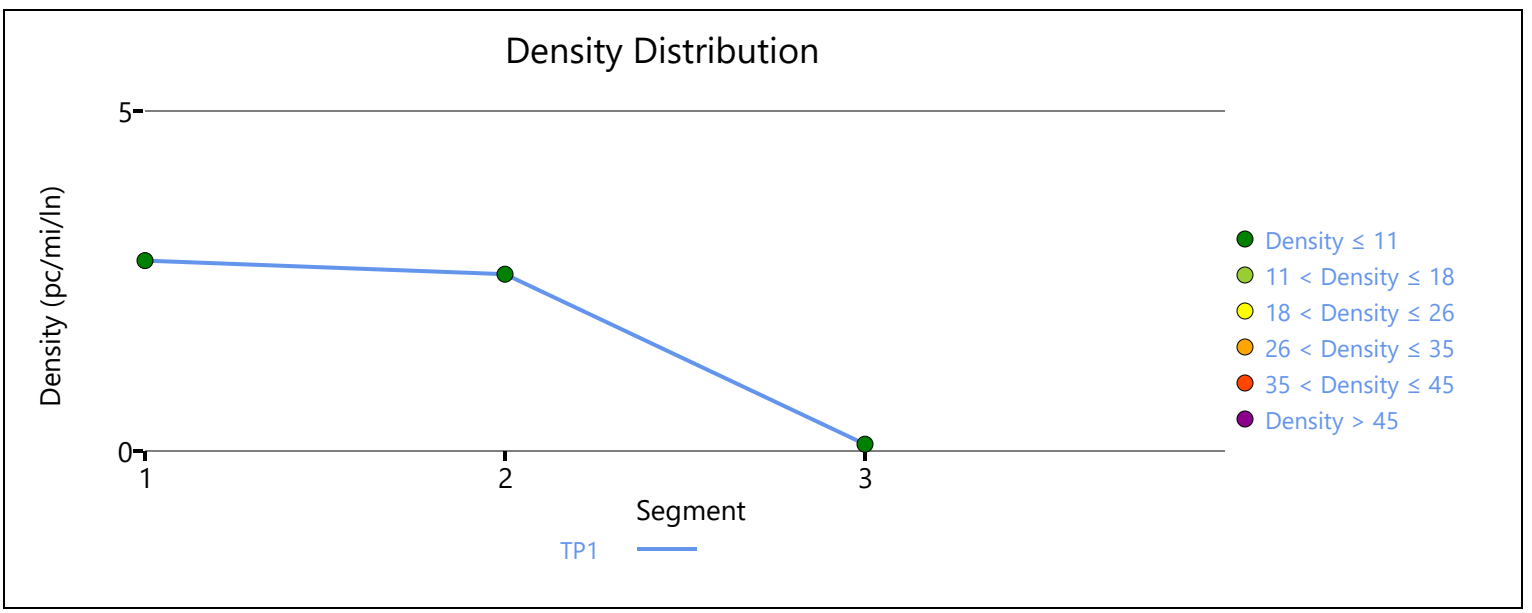
| | | | |
|---|---|---|---|
| Space Mean Speed, mi/h | 53.0 | Density, veh/mi/ln | 1.6 |
| Average Travel Time, min | 1.50 | Density, pc/mi/ln | 1.8 |

## Messages

| | |
|---|---|
| WARNING 1 | Ramp segment length is longer than 1500 feet for segment 2. |

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CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 4A.2, Transportation:
# Travel Forecast Tolling Scenario Detailed Tables (2023 and 2045)

2024

Final EA Appendix 4A2, Table 4A.2-1. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **1,414,585** | **1,213,964** | **1,209,856** | **1,186,011** | **1,165,190** | **1,148,053** | **1,171,689** | **1,190,707** | 1,186,595 | **-14%** | **-14%** | **-16%** | **-18%** | **-19%** | **-17%** | **-16%** | -16.1% |
| **Inbound** | **716,150** | **605,913** | **590,895** | **592,015** | **581,926** | **573,295** | **585,168** | **594,002** | 591,969 | **-15%** | **-17%** | **-17%** | **-19%** | **-20%** | **-18.3%** | **-17.1%** | -17.3% |
| **Outbound** | **698,410** | **608,023** | **593,230** | **593,964** | **583,232** | **574,733** | **586,493** | **596,676** | 594,626 | **-13%** | **-15%** | **-15%** | **-16%** | **-18%** | **-16%** | **-15%** | -14.9% |
| *RUC* | | | | | | | | | | - | - | - | - | - | - | - | - |
| 60th Street | 530,784 | 448,516 | 449,884 | 432,313 | 415,589 | 411,849 | 425,651 | 441,908 | 438,182 | -15.5% | -15.2% | -18.6% | -21.7% | -22.4% | -19.8% | -16.7% | -17.4% |
| Inbound | 276,466 | 220,659 | 217,484 | 208,405 | 198,437 | 196,294 | 204,011 | 216,999 | 213,346 | -20.2% | -21.3% | -24.6% | -28.2% | -29.0% | -26.2% | -21.5% | -22.8% |
| Outbound | 254,307 | 227,843 | 225,799 | 223,892 | 217,136 | 215,545 | 221,627 | 224,896 | 224,836 | -10.4% | -11.2% | -12.0% | -14.6% | -15.2% | -12.9% | -11.6% | -11.6% |
| FDR DRIVE+WEST SIDE HWY | 291,185 | 276,569 | 277,869 | 273,016 | 265,672 | 263,647 | 270,783 | 274,822 | 275,188 | -5.0% | -4.6% | -6.2% | -8.8% | -9.5% | -7.0% | -5.6% | -5.5% |
| West Side Highway / Route 9A | 122,140 | 112,694 | 113,191 | 110,074 | 106,877 | 105,727 | 108,784 | 111,538 | 111,265 | -7.7% | -7.3% | -9.9% | -12.5% | -13.4% | -10.9% | -8.7% | -8.9% |
| *am* | *25,702* | *25,071* | *24,997* | *24,489* | *23,993* | *23,769* | *24,316* | *24,818* | 24,631 | *-2.5%* | *-2.7%* | *-4.7%* | *-6.6%* | *-7.5%* | *-5.4%* | *-3.4%* | -4.2% |
| *md* | *35,198* | *32,221* | *32,826* | *32,176* | *30,600* | *30,831* | *31,532* | *32,176* | 32,453 | *-8.5%* | *-6.7%* | *-8.6%* | *-13.1%* | *-12.4%* | *-10.4%* | *-8.6%* | -7.8% |
| *pm* | *26,248* | *25,281* | *25,353* | *24,786* | *24,381* | *24,288* | *24,750* | *25,098* | 25,023 | *-3.7%* | *-3.4%* | *-5.6%* | *-7.1%* | *-7.5%* | *-5.7%* | *-4.4%* | -4.7% |
| *nt* | *34,992* | *30,121* | *30,015* | *28,623* | *27,903* | *26,839* | *28,186* | *29,446* | 29,158 | *-13.9%* | *-14.2%* | *-18.2%* | *-20.3%* | *-23.3%* | *-19.5%* | *-15.8%* | -16.7% |
| FDR Drive | 169,045 | 163,875 | 164,678 | 162,942 | 158,795 | 157,920 | 161,999 | 163,284 | 163,923 | -3.1% | -2.6% | -3.6% | -6.1% | -6.6% | -4.2% | -3.4% | -3.0% |
| *am* | *34,583* | *34,087* | *34,140* | *34,092* | *33,858* | *33,882* | *34,483* | *34,020* | 34,526 | *-1.4%* | *-1.3%* | *-1.4%* | *-2.1%* | *-2.0%* | *-0.3%* | *-1.6%* | -0.2% |
| *md* | *47,506* | *45,244* | *46,147* | *46,139* | *45,226* | *45,310* | *46,489* | *45,180* | 46,125 | *-4.8%* | *-2.9%* | *-2.9%* | *-4.8%* | *-4.6%* | *-2.1%* | *-4.9%* | -2.9% |
| *pm* | *40,079* | *39,049* | *39,133* | *38,753* | *37,976* | *38,038* | *38,679* | *38,916* | 38,710 | *-2.6%* | *-2.4%* | *-3.3%* | *-5.2%* | *-5.1%* | *-3.5%* | *-2.9%* | -3.4% |
| *nt* | *46,877* | *45,495* | *45,258* | *43,958* | *41,735* | *40,690* | *42,348* | *45,168* | 44,562 | *-2.9%* | *-3.5%* | *-6.2%* | *-11.0%* | *-13.2%* | *-9.7%* | *-3.6%* | -4.9% |
| WEST AVENUES | 68,392 | 52,383 | 53,572 | 50,586 | 47,820 | 47,219 | 49,818 | 51,662 | 51,178 | -23.4% | -21.7% | -26.0% | -30.1% | -31.0% | -27.2% | -24.5% | -25.2% |
| West End Ave | 9,898 | 3,684 | 3,763 | 2,894 | 2,325 | 2,136 | 2,721 | 3,747 | 3,520 | -62.8% | -62.0% | -70.8% | -76.5% | -78.4% | -72.5% | -62.1% | -64.4% |
| *am* | *2,312* | *925* | *932* | *681* | *574* | *486* | *629* | *963* | 808 | *-60.0%* | *-59.7%* | *-70.5%* | *-75.2%* | *-79.0%* | *-72.8%* | *-58.3%* | -65.1% |
| *md* | *2,706* | *1,124* | *1,164* | *843* | *674* | *607* | *826* | *1,193* | 1,087 | *-58.5%* | *-57.0%* | *-68.8%* | *-75.1%* | *-77.6%* | *-69.5%* | *-55.9%* | -59.8% |
| *pm* | *2,930* | *1,090* | *1,151* | *1,001* | *733* | *744* | *898* | *1,084* | 1,102 | *-62.8%* | *-60.7%* | *-65.8%* | *-75.0%* | *-74.6%* | *-69.4%* | *-63.0%* | -62.4% |
| *nt* | *1,950* | *545* | *516* | *369* | *344* | *299* | *368* | *507* | 523 | *-72.1%* | *-73.5%* | *-81.1%* | *-82.4%* | *-84.7%* | *-81.1%* | *-74.0%* | -73.2% |
| Broadway | 33,773 | 28,170 | 28,585 | 27,511 | 25,951 | 25,477 | 26,726 | 27,285 | 27,349 | -16.6% | -15.4% | -18.5% | -23.2% | -24.6% | -20.9% | -19.2% | -19.0% |
| *am* | *7,916* | *6,807* | *6,792* | *6,480* | *6,053* | *5,825* | *6,349* | *6,542* | 6,512 | *-14.0%* | *-14.2%* | *-18.1%* | *-23.5%* | *-26.4%* | *-19.8%* | *-17.4%* | -17.7% |
| *md* | *9,108* | *7,000* | *7,239* | *6,826* | *6,094* | *6,065* | *6,520* | *6,773* | 6,899 | *-23.1%* | *-20.5%* | *-25.1%* | *-33.1%* | *-33.4%* | *-28.4%* | *-25.6%* | -24.3% |
| *pm* | *10,673* | *9,138* | *9,398* | *8,991* | *8,694* | *8,557* | *8,694* | *8,965* | 8,972 | *-14.4%* | *-11.9%* | *-15.8%* | *-18.5%* | *-19.8%* | *-18.5%* | *-16.0%* | -15.9% |
| *nt* | *6,076* | *5,225* | *5,156* | *5,214* | *5,110* | *5,030* | *5,163* | *5,005* | 4,966 | *-14.0%* | *-15.1%* | *-14.2%* | *-15.9%* | *-17.2%* | *-15.0%* | *-17.6%* | -18.3% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| Amsterdam | 12,033 | 7,318 | 7,711 | 7,099 | 6,696 | 6,671 | 7,265 | 7,388 | 7,096 | -39.2% | -35.9% | -41.0% | -44.4% | -44.6% | -39.6% | -38.6% | -41.0% |
| *am* | *1,684* | *1,036* | *1,020* | *897* | *955* | *897* | *922* | *1,133* | 983 | *-38.5%* | *-39.4%* | *-46.7%* | *-43.3%* | *-46.7%* | *-45.2%* | *-32.7%* | -41.6% |
| *md* | *3,278* | *1,822* | *1,845* | *1,684* | *1,693* | *1,748* | *1,950* | *1,891* | 1,701 | *-44.4%* | *-43.7%* | *-48.6%* | *-48.4%* | *-46.7%* | *-40.5%* | *-42.3%* | -48.1% |
| *pm* | *5,264* | *3,502* | *3,862* | *3,352* | *2,815* | *2,992* | *3,155* | *3,349* | 3,464 | *-33.5%* | *-26.6%* | *-36.3%* | *-46.5%* | *-43.2%* | *-40.1%* | *-36.4%* | -34.2% |
| *nt* | *1,807* | *958* | *984* | *1,166* | *1,233* | *1,034* | *1,238* | *1,015* | 948 | *-47.0%* | *-45.5%* | *-35.5%* | *-31.8%* | *-42.8%* | *-31.5%* | *-43.8%* | -47.5% |
| Columbus Ave | 8,945 | 9,615 | 9,955 | 9,318 | 9,112 | 9,237 | 9,233 | 9,751 | 9,551 | 7.5% | 11.3% | 4.2% | 1.9% | 3.3% | 3.2% | 9.0% | 6.8% |
| *am* | *2,651* | *2,663* | *2,790* | *2,598* | *2,566* | *2,609* | *2,629* | *2,753* | 2,716 | *0.5%* | *5.2%* | *-2.0%* | *-3.2%* | *-1.6%* | *-0.8%* | *3.8%* | 2.5% |
| *md* | *3,170* | *3,188* | *3,483* | *3,192* | *3,155* | *3,162* | *3,092* | *3,254* | 3,183 | *0.6%* | *9.9%* | *0.7%* | *-0.5%* | *-0.3%* | *-2.5%* | *2.6%* | 0.4% |
| *pm* | *1,801* | *1,781* | *1,837* | *1,749* | *1,715* | *1,755* | *1,778* | *1,772* | 1,817 | *-1.1%* | *2.0%* | *-2.9%* | *-4.8%* | *-2.6%* | *-1.3%* | *-1.6%* | 0.9% |
| *nt* | *1,323* | *1,983* | *1,845* | *1,779* | *1,676* | *1,711* | *1,734* | *1,972* | 1,835 | *49.9%* | *39.5%* | *34.5%* | *26.7%* | *29.3%* | *31.1%* | *49.1%* | 38.7% |
| Eighth Avenue | 3,743 | 3,596 | 3,558 | 3,764 | 3,736 | 3,698 | 3,873 | 3,491 | 3,662 | -3.9% | -4.9% | 0.6% | -0.2% | -1.2% | 3.5% | -6.7% | -2.2% |
| *am* | *643* | *698* | *664* | *770* | *932* | *871* | *921* | *633* | 768 | *8.6%* | *3.3%* | *19.8%* | *44.9%* | *35.5%* | *43.2%* | *-1.6%* | 19.4% |
| *md* | *1,011* | *880* | *910* | *896* | *854* | *867* | *864* | *832* | 883 | *-13.0%* | *-10.0%* | *-11.4%* | *-15.5%* | *-14.2%* | *-14.5%* | *-17.7%* | -12.7% |
| *pm* | *1,253* | *1,182* | *1,166* | *1,212* | *1,159* | *1,182* | *1,240* | *1,198* | 1,177 | *-5.7%* | *-6.9%* | *-3.3%* | *-7.5%* | *-5.7%* | *-1.0%* | *-4.4%* | -6.1% |
| *nt* | *836* | *836* | *818* | *886* | *791* | *778* | *848* | *828* | 834 | *0.0%* | *-2.2%* | *6.0%* | *-5.4%* | *-6.9%* | *1.4%* | *-1.0%* | -0.2% |
| EAST AVENUES | 171,207 | 119,564 | 118,443 | 108,711 | 102,097 | 100,983 | 105,050 | 115,424 | 111,816 | -30.2% | -30.8% | -36.5% | -40.4% | -41.0% | -38.6% | -32.6% | -34.7% |
| Fifth Avenue | 12,394 | 9,575 | 9,598 | 9,055 | 8,318 | 8,258 | 8,660 | 9,327 | 9,051 | -22.7% | -22.6% | -26.9% | -32.9% | -33.4% | -30.1% | -24.7% | -27.0% |
| *am* | *3,768* | *3,168* | *3,166* | *2,981* | *2,738* | *2,691* | *2,945* | *3,068* | 2,977 | *-15.9%* | *-16.0%* | *-20.9%* | *-27.3%* | *-28.6%* | *-21.8%* | *-18.6%* | -21.0% |
| *md* | *4,709* | *3,392* | *3,497* | *3,222* | *2,939* | *2,927* | *3,073* | *3,330* | 3,233 | *-28.0%* | *-25.7%* | *-31.6%* | *-37.6%* | *-37.8%* | *-34.7%* | *-29.3%* | -31.3% |
| *pm* | *2,150* | *1,606* | *1,634* | *1,582* | *1,465* | *1,493* | *1,530* | *1,614* | 1,556 | *-25.3%* | *-24.0%* | *-26.4%* | *-31.9%* | *-30.6%* | *-28.8%* | *-24.9%* | -27.6% |
| *nt* | *1,767* | *1,409* | *1,301* | *1,270* | *1,176* | *1,147* | *1,112* | *1,315* | 1,285 | *-20.3%* | *-26.4%* | *-28.1%* | *-33.4%* | *-35.1%* | *-37.1%* | *-25.6%* | -27.3% |
| Madison Avenue | 3,727 | 3,171 | 3,231 | 3,118 | 2,959 | 2,878 | 2,926 | 3,140 | 3,110 | -14.9% | -13.3% | -16.3% | -20.6% | -22.8% | -21.5% | -15.7% | -16.6% |
| *am* | *462* | *433* | *432* | *424* | *428* | *430* | *437* | *420* | 430 | *-6.3%* | *-6.5%* | *-8.2%* | *-7.4%* | *-6.9%* | *-5.4%* | *-9.1%* | -6.9% |
| *md* | *936* | *867* | *883* | *855* | *857* | *859* | *856* | *829* | 842 | *-7.4%* | *-5.7%* | *-8.7%* | *-8.4%* | *-8.2%* | *-8.5%* | *-11.4%* | -10.0% |
| *pm* | *2,091* | *1,679* | *1,716* | *1,653* | *1,481* | *1,414* | *1,431* | *1,694* | 1,651 | *-19.7%* | *-17.9%* | *-20.9%* | *-29.2%* | *-32.4%* | *-31.6%* | *-19.0%* | -21.0% |
| *nt* | *238* | *192* | *200* | *186* | *193* | *175* | *202* | *197* | 187 | *-19.3%* | *-16.0%* | *-21.8%* | *-18.9%* | *-26.5%* | *-15.1%* | *-17.2%* | -21.4% |
| Park Avenue | 18,411 | 14,583 | 14,538 | 14,191 | 12,968 | 12,668 | 13,336 | 13,959 | 14,000 | -20.8% | -21.0% | -22.9% | -29.6% | -31.2% | -27.6% | -24.2% | -24.0% |
| *am* | *4,828* | *3,901* | *3,905* | *3,799* | *3,558* | *3,353* | *3,652* | *3,772* | 3,719 | *-19.2%* | *-19.1%* | *-21.3%* | *-26.3%* | *-30.6%* | *-24.4%* | *-21.9%* | -23.0% |
| *md* | *4,860* | *3,590* | *3,676* | *3,420* | *3,176* | *3,012* | *3,205* | *3,533* | 3,471 | *-26.1%* | *-24.4%* | *-29.6%* | *-34.7%* | *-38.0%* | *-34.1%* | *-27.3%* | -28.6% |
| *pm* | *5,188* | *4,242* | *4,302* | *4,177* | *3,884* | *3,860* | *4,003* | *4,009* | 4,164 | *-18.2%* | *-17.1%* | *-19.5%* | *-25.1%* | *-25.6%* | *-22.8%* | *-22.7%* | -19.7% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| *nt* | *3,535* | *2,850* | *2,655* | *2,795* | *2,350* | *2,443* | *2,476* | *2,645* | 2,646 | *-19.4%* | *-24.9%* | *-20.9%* | *-33.5%* | *-30.9%* | *-30.0%* | *-25.2%* | -25.1% |
| Lexington Avenue | 14,798 | 10,597 | 10,671 | 9,140 | 7,982 | 7,718 | 8,448 | 10,751 | 9,586 | -28.4% | -27.9% | -38.2% | -46.1% | -47.8% | -42.9% | -27.3% | -35.2% |
| *am* | *3,677* | *2,293* | *2,329* | *2,135* | *1,879* | *1,863* | *1,978* | *2,323* | 2,206 | *-37.6%* | *-36.7%* | *-41.9%* | *-48.9%* | *-49.3%* | *-46.2%* | *-36.8%* | -40.0% |
| *md* | *6,294* | *4,900* | *4,820* | *3,817* | *3,177* | *3,029* | *3,415* | *4,983* | 4,135 | *-22.1%* | *-23.4%* | *-39.4%* | *-49.5%* | *-51.9%* | *-45.7%* | *-20.8%* | -34.3% |
| *pm* | *2,134* | *1,432* | *1,462* | *1,474* | *1,363* | *1,414* | *1,449* | *1,481* | 1,422 | *-32.9%* | *-31.5%* | *-30.9%* | *-36.1%* | *-33.7%* | *-32.1%* | *-30.6%* | -33.4% |
| *nt* | *2,693* | *1,972* | *2,060* | *1,714* | *1,563* | *1,412* | *1,606* | *1,964* | 1,823 | *-26.8%* | *-23.5%* | *-36.4%* | *-42.0%* | *-47.6%* | *-40.4%* | *-27.1%* | -32.3% |
| Third Avenue | 14,212 | 10,537 | 10,490 | 9,783 | 8,558 | 8,341 | 8,795 | 10,054 | 10,530 | -25.9% | -26.2% | -31.2% | -39.8% | -41.3% | -38.1% | -29.3% | -25.9% |
| *am* | *2,388* | *1,990* | *1,826* | *1,834* | *1,676* | *1,553* | *1,659* | *1,859* | 1,983 | *-16.7%* | *-23.5%* | *-23.2%* | *-29.8%* | *-35.0%* | *-30.5%* | *-22.2%* | -17.0% |
| *md* | *5,207* | *3,833* | *3,842* | *3,554* | *2,811* | *2,795* | *2,920* | *3,599* | 3,901 | *-26.4%* | *-26.2%* | *-31.7%* | *-46.0%* | *-46.3%* | *-43.9%* | *-30.9%* | -25.1% |
| *pm* | *4,658* | *3,304* | *3,352* | *3,005* | *2,747* | *2,702* | *2,905* | *3,149* | 3,138 | *-29.1%* | *-28.0%* | *-35.5%* | *-41.0%* | *-42.0%* | *-37.6%* | *-32.4%* | -32.6% |
| *nt* | *1,959* | *1,410* | *1,470* | *1,390* | *1,324* | *1,291* | *1,311* | *1,447* | 1,508 | *-28.0%* | *-25.0%* | *-29.0%* | *-32.4%* | *-34.1%* | *-33.1%* | *-26.1%* | -23.0% |
| Second Avenue | 39,264 | 17,362 | 16,626 | 14,152 | 13,485 | 13,301 | 14,184 | 15,297 | 15,013 | -55.8% | -57.7% | -64.0% | -65.7% | -66.1% | -63.9% | -61.0% | -61.8% |
| *am* | *8,739* | *5,211* | *5,052* | *4,696* | *5,206* | *5,032* | *5,261* | *4,719* | 4,719 | *-40.4%* | *-42.2%* | *-46.3%* | *-40.4%* | *-42.4%* | *-39.8%* | *-46.0%* | -46.0% |
| *md* | *11,336* | *5,009* | *4,687* | *3,681* | *3,266* | *3,394* | *3,674* | *4,618* | 4,135 | *-55.8%* | *-58.7%* | *-67.5%* | *-71.2%* | *-70.1%* | *-67.6%* | *-59.3%* | -63.5% |
| *pm* | *8,793* | *3,753* | *3,710* | *3,362* | *3,274* | *3,143* | *3,337* | *3,437* | 3,473 | *-57.3%* | *-57.8%* | *-61.8%* | *-62.8%* | *-64.3%* | *-62.0%* | *-60.9%* | -60.5% |
| *nt* | *10,396* | *3,389* | *3,177* | *2,413* | *1,739* | *1,732* | *1,912* | *2,523* | 2,686 | *-67.4%* | *-69.4%* | *-76.8%* | *-83.3%* | *-83.3%* | *-81.6%* | *-75.7%* | -74.2% |
| First Avenue | 5,642 | 5,019 | 5,272 | 4,967 | 5,276 | 5,111 | 5,418 | 5,193 | 5,061 | -11.0% | -6.6% | -12.0% | -6.5% | -9.4% | -4.0% | -8.0% | -10.3% |
| *am* | *1,709* | *1,527* | *1,557* | *1,499* | *1,943* | *1,770* | *2,000* | *1,549* | 1,461 | *-10.6%* | *-8.9%* | *-12.3%* | *13.7%* | *3.6%* | *17.0%* | *-9.4%* | -14.5% |
| *md* | *1,319* | *1,416* | *1,407* | *1,341* | *1,226* | *1,226* | *1,358* | *1,432* | 1,431 | *7.4%* | *6.7%* | *1.7%* | *-7.1%* | *-7.1%* | *3.0%* | *8.6%* | 8.5% |
| *pm* | *1,724* | *1,436* | *1,670* | *1,547* | *1,585* | *1,387* | *1,443* | *1,546* | 1,568 | *-16.7%* | *-3.1%* | *-10.3%* | *-8.1%* | *-19.5%* | *-16.3%* | *-10.3%* | -9.0% |
| *nt* | *890* | *640* | *638* | *580* | *522* | *728* | *617* | *666* | 601 | *-28.1%* | *-28.3%* | *-34.8%* | *-41.3%* | *-18.2%* | *-30.7%* | *-25.2%* | -32.5% |
| York Avenue | 23,046 | 13,733 | 13,591 | 12,481 | 11,842 | 11,793 | 12,225 | 13,239 | 12,517 | -40.4% | -41.0% | -45.8% | -48.6% | -48.8% | -47.0% | -42.6% | -45.7% |
| *am* | *4,385* | *2,576* | *2,545* | *2,363* | *2,226* | *2,188* | *2,248* | *2,482* | 2,312 | *-41.3%* | *-42.0%* | *-46.1%* | *-49.2%* | *-50.1%* | *-48.7%* | *-43.4%* | -47.3% |
| *md* | *6,974* | *4,392* | *4,584* | *3,964* | *3,652* | *3,690* | *3,922* | *4,236* | 4,125 | *-37.0%* | *-34.3%* | *-43.2%* | *-47.6%* | *-47.1%* | *-43.8%* | *-39.3%* | -40.9% |
| *pm* | *4,325* | *2,728* | *2,446* | *2,267* | *2,030* | *2,153* | *2,048* | *2,669* | 2,281 | *-36.9%* | *-43.4%* | *-47.6%* | *-53.1%* | *-50.2%* | *-52.6%* | *-38.3%* | -47.3% |
| *nt* | *7,362* | *4,037* | *4,016* | *3,887* | *3,934* | *3,762* | *4,007* | *3,852* | 3,799 | *-45.2%* | *-45.4%* | *-47.2%* | *-46.6%* | *-48.9%* | *-45.6%* | *-47.7%* | -48.4% |
| Ed Koch Queensboro Ramp | 39,713 | 34,987 | 34,426 | 31,824 | 30,709 | 30,915 | 31,058 | 34,464 | 32,948 | -11.9% | -13.3% | -19.9% | -22.7% | -22.2% | -21.8% | -13.2% | -17.0% |
| *am* | *7,646* | *5,244* | *5,284* | *5,092* | *5,084* | *5,235* | *5,223* | *5,196* | 5,172 | *-31.4%* | *-30.9%* | *-33.4%* | *-33.5%* | *-31.5%* | *-31.7%* | *-32.0%* | -32.4% |
| *md* | *15,217* | *12,289* | *11,930* | *10,586* | *9,709* | *9,733* | *9,910* | *11,908* | 11,075 | *-19.2%* | *-21.6%* | *-30.4%* | *-36.2%* | *-36.0%* | *-34.9%* | *-21.7%* | -27.2% |
| *pm* | *7,954* | *5,429* | *5,402* | *4,908* | *4,911* | *4,748* | *4,928* | *5,368* | 5,018 | *-31.7%* | *-32.1%* | *-38.3%* | *-38.3%* | *-40.3%* | *-38.0%* | *-32.5%* | -36.9% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *nt* | *8,896* | *12,025* | *11,810* | *11,238* | *11,005* | *11,199* | *10,997* | *11,992* | 11,683 | *35.2%* | *32.8%* | *26.3%* | *23.7%* | *25.9%* | *23.6%* | *34.8%* | 31.3% |
| Queens | 268,300 | 226,698 | 225,076 | 226,946 | 237,025 | 235,706 | 238,171 | 222,545 | 223,742 | -15.5% | -16.1% | -15.4% | -11.7% | -12.1% | -11.2% | -17.1% | -16.6% |
| Inbound | 142,596 | 125,030 | 123,032 | 130,029 | 136,799 | 136,652 | 137,229 | 123,298 | 125,520 | -12.3% | -13.7% | -8.8% | -4.1% | -4.2% | -3.8% | -13.5% | -12.0% |
| Outbound | 125,702 | 101,665 | 98,264 | 96,913 | 100,223 | 99,051 | 100,940 | 99,242 | 98,222 | -19.1% | -21.8% | -22.9% | -20.3% | -21.2% | -19.7% | -21.0% | -21.9% |
| Ed Koch Queensboro Bridge | 186,973 | 152,370 | 150,390 | 130,569 | 113,066 | 112,169 | 113,833 | 148,715 | 139,638 | -18.5% | -19.6% | -30.2% | -39.5% | -40.0% | -39.1% | -20.5% | -25.3% |
| *am* | *38,293* | *32,207* | *31,839* | *28,658* | *26,733* | *26,384* | *26,670* | *31,281* | 29,350 | *-15.9%* | *-16.9%* | *-25.2%* | *-30.2%* | *-31.1%* | *-30.4%* | *-18.3%* | -23.4% |
| *md* | *58,127* | *47,256* | *46,789* | *42,846* | *37,359* | *37,496* | *37,849* | *46,252* | 44,088 | *-18.7%* | *-19.5%* | *-26.3%* | *-35.7%* | *-35.5%* | *-34.9%* | *-20.4%* | -24.2% |
| *pm* | *40,997* | *32,279* | *31,961* | *27,824* | *25,524* | *24,984* | *25,738* | *31,564* | 28,913 | *-21.3%* | *-22.0%* | *-32.1%* | *-37.7%* | *-39.1%* | *-37.2%* | *-23.0%* | -29.5% |
| *nt* | *49,556* | *40,628* | *39,801* | *31,241* | *23,450* | *23,305* | *23,576* | *39,618* | 37,287 | *-18.0%* | *-19.7%* | *-37.0%* | *-52.7%* | *-53.0%* | *-52.4%* | *-20.1%* | -24.8% |
| Queens-Midtown Tunnel | 81,327 | 74,328 | 74,686 | 96,377 | 123,959 | 123,537 | 124,338 | 73,830 | 84,104 | -8.6% | -8.2% | 18.5% | 52.4% | 51.9% | 52.9% | -9.2% | 3.4% |
| *am* | *19,352* | *18,072* | *18,054* | *20,872* | *23,344* | *23,234* | *23,540* | *18,078* | 20,139 | *-6.6%* | *-6.7%* | *7.9%* | *20.6%* | *20.1%* | *21.6%* | *-6.6%* | 4.1% |
| *md* | *28,738* | *26,581* | *26,541* | *29,530* | *36,234* | *35,960* | *36,463* | *26,369* | 28,528 | *-7.5%* | *-7.6%* | *2.8%* | *26.1%* | *25.1%* | *26.9%* | *-8.2%* | -0.7% |
| *pm* | *19,615* | *17,474* | *17,660* | *21,456* | *25,582* | *25,387* | *25,443* | *17,326* | 20,395 | *-10.9%* | *-10.0%* | *9.4%* | *30.4%* | *29.4%* | *29.7%* | *-11.7%* | 4.0% |
| *nt* | *13,622* | *12,201* | *12,431* | *24,519* | *38,799* | *38,956* | *38,892* | *12,057* | 15,042 | *-10.4%* | *-8.7%* | *80.0%* | *184.8%* | *186.0%* | *185.5%* | *-11.5%* | 10.4% |
| Brooklyn | 391,603 | 350,510 | 349,383 | 333,372 | 314,584 | 309,743 | 311,458 | 344,495 | 339,505 | -10.5% | -10.8% | -14.9% | -19.7% | -20.9% | -20.5% | -12.0% | -13.3% |
| Inbound | 187,486 | 168,154 | 164,160 | 152,790 | 138,880 | 137,092 | 137,368 | 165,509 | 160,018 | -10.3% | -12.4% | -18.5% | -25.9% | -26.9% | -26.7% | -11.7% | -14.7% |
| Outbound | 204,111 | 182,347 | 177,994 | 180,571 | 175,696 | 172,644 | 174,082 | 178,980 | 179,487 | -10.7% | -12.8% | -11.5% | -13.9% | -15.4% | -14.7% | -12.3% | -12.1% |
| Williamsburg Bridge | 122,207 | 101,542 | 101,260 | 93,732 | 78,130 | 75,951 | 78,004 | 98,789 | 97,247 | -16.9% | -17.1% | -23.3% | -36.1% | -37.9% | -36.2% | -19.2% | -20.4% |
| *am* | *25,067* | *20,643* | *20,367* | *19,853* | *18,651* | *18,153* | *18,242* | *20,011* | 19,907 | *-17.6%* | *-18.7%* | *-20.8%* | *-25.6%* | *-27.6%* | *-27.2%* | *-20.2%* | -20.6% |
| *md* | *34,143* | *28,314* | *28,522* | *27,192* | *23,711* | *23,398* | *24,101* | *27,740* | 27,460 | *-17.1%* | *-16.5%* | *-20.4%* | *-30.6%* | *-31.5%* | *-29.4%* | *-18.8%* | -19.6% |
| *pm* | *30,486* | *26,445* | *26,212* | *24,704* | *20,928* | *20,440* | *20,894* | *25,801* | 25,100 | *-13.3%* | *-14.0%* | *-19.0%* | *-31.4%* | *-33.0%* | *-31.5%* | *-15.4%* | -17.7% |
| *nt* | *32,511* | *26,140* | *26,159* | *21,983* | *14,840* | *13,960* | *14,767* | *25,237* | 24,780 | *-19.6%* | *-19.5%* | *-32.4%* | *-54.4%* | *-57.1%* | *-54.6%* | *-22.4%* | -23.8% |
| Manhattan Bridge | 88,594 | 68,593 | 68,021 | 55,533 | 38,195 | 35,697 | 36,567 | 66,289 | 61,163 | -22.6% | -23.2% | -37.3% | -56.9% | -59.7% | -58.7% | -25.2% | -31.0% |
| *am* | *23,956* | *18,859* | *18,743* | *15,548* | *11,715* | *11,042* | *10,791* | *18,221* | 16,299 | *-21.3%* | *-21.8%* | *-35.1%* | *-51.1%* | *-53.9%* | *-55.0%* | *-23.9%* | -32.0% |
| *md* | *24,322* | *19,680* | *19,369* | *16,184* | *10,759* | *10,020* | *10,688* | *18,987* | 17,432 | *-19.1%* | *-20.4%* | *-33.5%* | *-55.8%* | *-58.8%* | *-56.1%* | *-21.9%* | -28.3% |
| *pm* | *21,763* | *16,699* | *16,736* | *13,701* | *9,699* | *8,974* | *9,219* | *16,080* | 14,654 | *-23.3%* | *-23.1%* | *-37.0%* | *-55.4%* | *-58.8%* | *-57.6%* | *-26.1%* | -32.7% |
| *nt* | *18,553* | *13,355* | *13,173* | *10,100* | *6,022* | *5,661* | *5,869* | *13,001* | 12,778 | *-28.0%* | *-29.0%* | *-45.6%* | *-67.5%* | *-69.5%* | *-68.4%* | *-29.9%* | -31.1% |
| Brooklyn Bridge | 121,147 | 119,354 | 118,751 | 113,780 | 99,005 | 97,657 | 96,384 | 118,810 | 116,878 | -1.5% | -2.0% | -6.1% | -18.3% | -19.4% | -20.4% | -1.9% | -3.5% |
| *am* | *24,876* | *24,638* | *24,551* | *24,001* | *22,907* | *22,683* | *22,419* | *24,480* | 24,203 | *-1.0%* | *-1.3%* | *-3.5%* | *-7.9%* | *-8.8%* | *-9.9%* | *-1.6%* | -2.7% |
| *md* | *33,856* | *33,162* | *32,970* | *31,695* | *27,286* | *27,164* | *26,574* | *32,775* | 32,011 | *-2.0%* | *-2.6%* | *-6.4%* | *-19.4%* | *-19.8%* | *-21.5%* | *-3.2%* | -5.4% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *pm* | *27,157* | *26,147* | *25,932* | *25,090* | *23,246* | *23,114* | *22,988* | *25,899* | 25,233 | *-3.7%* | *-4.5%* | *-7.6%* | *-14.4%* | *-14.9%* | *-15.4%* | *-4.6%* | -7.1% |
| *nt* | *35,258* | *35,407* | *35,298* | *32,994* | *25,566* | *24,696* | *24,403* | *35,656* | 35,431 | *0.4%* | *0.1%* | *-6.4%* | *-27.5%* | *-30.0%* | *-30.8%* | *1.1%* | 0.5% |
| Hugh Carey Tunnel | 59,655 | 61,021 | 61,351 | 70,327 | 99,254 | 100,438 | 100,503 | 60,607 | 64,217 | 2.3% | 2.8% | 17.9% | 66.4% | 68.4% | 68.5% | 1.6% | 7.7% |
| *am* | *16,739* | *17,349* | *17,445* | *18,493* | *21,045* | *21,096* | *21,440* | *17,352* | 18,243 | *3.6%* | *4.2%* | *10.5%* | *25.7%* | *26.0%* | *28.1%* | *3.7%* | 9.0% |
| *md* | *18,798* | *18,663* | *18,669* | *20,545* | *28,999* | *28,830* | *28,990* | *18,450* | 19,849 | *-0.7%* | *-0.7%* | *9.3%* | *54.3%* | *53.4%* | *54.2%* | *-1.9%* | 5.6% |
| *pm* | *18,908* | *18,624* | *18,590* | *20,647* | *25,589* | *25,367* | *25,619* | *18,468* | 19,745 | *-1.5%* | *-1.7%* | *9.2%* | *35.3%* | *34.2%* | *35.5%* | *-2.3%* | 4.4% |
| *nt* | *5,210* | *6,385* | *6,647* | *10,642* | *23,621* | *25,145* | *24,454* | *6,337* | 6,380 | *22.6%* | *27.6%* | *104.3%* | *353.4%* | *382.6%* | *369.4%* | *21.6%* | 22.5% |
| New Jersey | 223,898 | 188,240 | 185,513 | 193,380 | 197,992 | 190,755 | 196,409 | 181,759 | 185,166 | -15.9% | -17.1% | -13.6% | -11.6% | -14.8% | -12.3% | -18.8% | -17.3% |
| Inbound | 109,602 | 92,070 | 86,219 | 100,791 | 107,810 | 103,257 | 106,560 | 88,196 | 93,085 | -16.0% | -21.3% | -8.0% | -1.6% | -5.8% | -2.8% | -19.5% | -15.1% |
| Outbound | 114,290 | 96,168 | 91,173 | 92,588 | 90,177 | 87,493 | 89,844 | 93,558 | 92,081 | -15.9% | -20.2% | -19.0% | -21.1% | -23.4% | -21.4% | -18.1% | -19.4% |
| Holland Tunnel | 108,683 | 93,896 | 92,321 | 93,934 | 95,129 | 91,000 | 93,926 | 90,220 | 91,048 | -13.6% | -15.1% | -13.6% | -12.5% | -16.3% | -13.6% | -17.0% | -16.2% |
| *am* | *23,564* | *21,004* | *20,749* | *20,935* | *20,961* | *20,459* | *20,478* | *20,454* | 20,515 | *-10.9%* | *-11.9%* | *-11.2%* | *-11.0%* | *-13.2%* | *-13.1%* | *-13.2%* | -12.9% |
| *md* | *29,507* | *25,253* | *24,765* | *24,970* | *25,026* | *23,860* | *25,310* | *24,329* | 24,265 | *-14.4%* | *-16.1%* | *-15.4%* | *-15.2%* | *-19.1%* | *-14.2%* | *-17.5%* | -17.8% |
| *pm* | *23,778* | *20,848* | *20,700* | *20,854* | *21,078* | *20,120* | *20,216* | *20,366* | 20,251 | *-12.3%* | *-12.9%* | *-12.3%* | *-11.4%* | *-15.4%* | *-15.0%* | *-14.3%* | -14.8% |
| *nt* | *31,834* | *26,791* | *26,107* | *27,175* | *28,064* | *26,561* | *27,922* | *25,071* | 26,017 | *-15.8%* | *-18.0%* | *-14.6%* | *-11.8%* | *-16.6%* | *-12.3%* | *-21.2%* | -18.3% |
| Lincoln Tunnel | 115,215 | 94,344 | 93,192 | 99,446 | 102,863 | 99,755 | 102,483 | 91,539 | 94,118 | -18.1% | -19.1% | -13.7% | -10.7% | *-13.4%* | *-11.1%* | *-20.5%* | -18.3% |
| *am* | *24,429* | *21,961* | *21,786* | *22,644* | *23,212* | *22,660* | *22,816* | *21,565* | 22,136 | *-10.1%* | *-10.8%* | *-7.3%* | *-5.0%* | *-7.2%* | *-6.6%* | *-11.7%* | -9.4% |
| *md* | *33,640* | *26,859* | *26,371* | *27,640* | *28,354* | *27,110* | *28,984* | *25,969* | 26,760 | *-20.2%* | *-21.6%* | *-17.8%* | *-15.7%* | *-19.4%* | *-13.8%* | *-22.8%* | -20.5% |
| *pm* | *26,946* | *22,931* | *22,784* | *23,454* | *23,263* | *22,480* | *22,804* | *22,679* | 22,958 | *-14.9%* | *-15.4%* | *-13.0%* | *-13.7%* | *-16.6%* | *-15.4%* | *-15.8%* | -14.8% |
| *nt* | *30,200* | *22,593* | *22,251* | *25,708* | *28,034* | *27,505* | *27,879* | *21,326* | 22,264 | *-25.2%* | *-26.3%* | *-14.9%* | *-7.2%* | *-8.9%* | *-7.7%* | *-29.4%* | -26.3% |

Final EA Appendix 4A2, Table 4A.2-2. Summary – Vehicle-Miles Traveled (2023) – with Adopted Toll Structure Added

| | Daily VMT | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **Adopted Toll Structure** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **Adopted Toll Structure** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Manhattan CBD** | **3,244,791** | **2,993,214** | **2,998,489** | **2,984,080** | **2,963,211** | **2,946,339** | **3,016,013** | **2,970,819** | **2,955,907** | **-7.8%** | **-7.6%** | **-8.0%** | **-8.7%** | **-9.2%** | **-7.1%** | **-8.4%** | **-8.9%** |
| | | | | | | | | | | | | | | | | | |
| **New York City** | **47,131,752** | **46,743,670** | **46,784,237** | **46,572,720** | **46,461,121** | **46,404,913** | **46,578,412** | **46,713,541** | **46,649,897** | **-0.8%** | **-0.7%** | **-1.2%** | **-1.4%** | **-1.5%** | **-1.2%** | -0.9% | -1.0% |
| Manhattan CBD | 3,244,791 | 2,993,214 | 2,998,489 | 2,984,080 | 2,963,211 | 2,946,339 | 3,016,013 | 2,970,819 | **2,955,907** | -7.8% | -7.6% | -8.0% | -8.7% | -9.2% | -7.1% | -8.4% | -8.9% |
| CBD Core | 1,217,727 | 1,150,843 | 1,152,471 | 1,161,407 | 1,159,162 | 1,147,545 | 1,183,476 | 1,142,077 | **1,138,038** | -5.5% | -5.4% | -4.6% | -4.8% | -5.8% | -2.8% | -6.2% | -6.5% |
| Peripheral Highways (south of 60th Street; excluded from the toll) | 2,027,064 | 1,842,371 | 1,846,018 | 1,822,673 | 1,804,049 | 1,798,794 | 1,832,537 | 1,828,742 | **1,817,869** | -9.1% | -8.9% | -10.1% | -11.0% | -11.3% | -9.6% | -9.8% | -10.3% |
| *RT9A - S of 60th* | *610,657* | *510,785* | *513,887* | *493,396* | *485,167* | *486,404* | *501,603* | *508,951* | **496,172** | *-16.4%* | *-15.8%* | *-19.2%* | *-20.5%* | *-20.3%* | *-17.9%* | *-16.7%* | -18.7% |
| *FDR - S of 60th* | *720,682* | *725,459* | *729,706* | *718,820* | *705,903* | *710,555* | *721,421* | *727,101* | **723,376** | *0.7%* | *1.3%* | *-0.3%* | *-2.1%* | *-1.4%* | *0.1%* | *0.9%* | 0.4% |
| *Bridge & Tunnels - S of 60th** | *695,725* | *606,127* | *602,425* | *610,457* | *612,979* | *601,835* | *609,513* | *592,690* | **598,321** | *-12.9%* | *-13.4%* | *-12.3%* | *-11.9%* | *-13.5%* | *-12.4%* | *-14.8%* | -14.0% |
| Zone 1 | 2,218,077 | 2,049,561 | 2,049,528 | 2,004,366 | 1,955,714 | 1,944,168 | 1,962,310 | 2,031,243 | **2,020,291** | -7.6% | -7.6% | -9.6% | -11.8% | -12.3% | -11.5% | -8.4% | -8.9% |
| Manhattan: 60th St - 82nd St | 687,178 | 611,298 | 614,228 | 596,527 | 579,197 | 576,383 | 588,785 | 605,889 | **601,995** | -11.0% | -10.6% | -13.2% | -15.7% | -16.1% | -14.3% | -11.8% | -12.4% |
| Long Island City | 634,642 | 576,941 | 574,378 | 573,434 | 584,367 | 581,662 | 585,542 | 569,080 | **570,837** | -9.1% | -9.5% | -9.6% | -7.9% | -8.3% | -7.7% | -10.3% | -10.1% |
| Downtown Brooklyn | 507,721 | 490,094 | 489,809 | 469,669 | 438,875 | 434,721 | 434,188 | 487,809 | **480,437** | -3.5% | -3.5% | -7.5% | -13.6% | -14.4% | -14.5% | -3.9% | -5.4% |
| Williamsburg | 388,536 | 371,228 | 371,113 | 364,736 | 353,275 | 351,402 | 353,795 | 368,465 | **367,022** | -4.5% | -4.5% | -6.1% | -9.1% | -9.6% | -8.9% | -5.2% | -5.5% |
| Zone 2 | 6,660,953 | 6,626,001 | 6,630,016 | 6,588,313 | 6,578,676 | 6,568,162 | 6,596,549 | 6,615,308 | **6,597,042** | -0.5% | -0.5% | -1.1% | -1.2% | -1.4% | -1.0% | -0.7% | -1.0% |
| Manhattan: 82nd St - 126th St | 1,683,098 | 1,664,870 | 1,674,332 | 1,654,877 | 1,629,759 | 1,624,558 | 1,644,204 | 1,674,029 | **1,661,651** | -1.1% | -0.5% | -1.7% | -3.2% | -3.5% | -2.3% | -0.5% | -1.3% |
| Inner Brooklyn | 2,382,944 | 2,364,550 | 2,364,723 | 2,342,062 | 2,352,282 | 2,350,184 | 2,351,128 | 2,356,477 | **2,347,680** | -0.8% | -0.8% | -1.7% | -1.3% | -1.4% | -1.3% | -1.1% | -1.5% |
| Inner Queens | 2,594,911 | 2,596,581 | 2,590,961 | 2,591,374 | 2,596,635 | 2,593,420 | 2,601,217 | 2,584,802 | **2,587,711** | 0.1% | -0.2% | -0.1% | 0.1% | -0.1% | 0.2% | -0.4% | -0.3% |
| Zone 3 | 35,007,931 | 35,074,894 | 35,106,204 | 34,995,961 | 34,963,520 | 34,946,244 | 35,003,540 | 35,096,171 | **35,076,657** | 0.2% | 0.3% | 0.0% | -0.1% | -0.2% | 0.0% | 0.3% | 0.2% |
| Upper Manhattan: Above 126th St | 1,668,523 | 1,666,606 | 1,673,122 | 1,655,734 | 1,629,152 | 1,623,144 | 1,633,549 | 1,676,495 | **1,657,746** | -0.1% | 0.3% | -0.8% | -2.4% | -2.7% | -2.1% | 0.5% | -0.6% |
| Outer Brooklyn | 6,682,723 | 6,685,405 | 6,695,192 | 6,683,132 | 6,677,077 | 6,672,230 | 6,674,480 | 6,701,884 | **6,702,651** | 0.0% | 0.2% | 0.0% | -0.1% | -0.2% | -0.1% | 0.3% | 0.3% |
| Outer Queens | 15,180,594 | 15,139,719 | 15,150,768 | 15,086,757 | 15,101,340 | 15,099,256 | 15,119,805 | 15,121,886 | **15,120,999** | -0.3% | -0.2% | -0.6% | -0.5% | -0.5% | -0.4% | -0.4% | -0.4% |
| Staten Island | 3,986,457 | 4,071,055 | 4,078,180 | 4,078,983 | 4,076,004 | 4,085,745 | 4,080,602 | 4,098,570 | **4,094,175** | 2.1% | 2.3% | 2.3% | 2.2% | 2.5% | 2.4% | 2.8% | 2.7% |
| Bronx | 7,489,634 | 7,512,109 | 7,508,942 | 7,491,355 | 7,479,947 | 7,465,869 | 7,495,104 | 7,497,336 | **7,501,086** | 0.3% | 0.3% | 0.0% | -0.1% | -0.3% | 0.1% | 0.1% | 0.2% |
| | | | | | | | | | | | | | | | | | |
| New York State | 122,186,497 | 121,752,302 | 121,789,089 | 121,438,634 | 121,227,956 | 121,111,122 | 121,464,091 | 121,662,622 | **121,544,202** | -0.4% | -0.3% | -0.6% | -0.8% | -0.9% | -0.6% | -0.4% | -0.5% |
| New York City | 47,131,752 | 46,743,670 | 46,784,237 | 46,572,720 | 46,461,121 | 46,404,913 | 46,578,412 | 46,713,541 | **46,649,897** | -0.8% | -0.7% | -1.2% | -1.4% | -1.5% | -1.2% | -0.9% | -1.0% |
| Long Island | 41,585,545 | 41,609,407 | 41,595,736 | 41,546,248 | 41,503,705 | 41,497,676 | 41,598,789 | 41,573,420 | **41,565,355** | 0.1% | 0.0% | -0.1% | -0.2% | -0.2% | 0.0% | 0.0% | 0.0% |
| Upstate | 33,469,200 | 33,399,225 | 33,409,116 | 33,319,666 | 33,263,130 | 33,208,533 | 33,286,890 | 33,375,661 | **33,328,950** | -0.2% | -0.2% | -0.4% | -0.6% | -0.8% | -0.5% | -0.3% | -0.4% |
| Connecticut | 34,909,870 | 34,878,673 | 34,856,848 | 34,830,279 | 34,846,493 | 34,842,671 | 34,893,239 | 34,844,682 | **34,812,699** | -0.1% | -0.2% | -0.2% | -0.2% | -0.2% | 0.0% | -0.2% | -0.3% |
| New Jersey | 97,578,100 | 97,594,939 | 97,590,826 | 97,748,567 | 97,733,034 | 97,665,181 | 97,768,338 | 97,642,310 | **97,638,773** | 0.0% | 0.0% | 0.2% | 0.2% | 0.1% | 0.2% | 0.1% | 0.1% |
| **Total** | **254,674,467** | **254,225,914** | **254,236,763** | **254,017,480** | **253,807,483** | **253,618,974** | **254,125,668** | **254,149,614** | **253,995,674** | **-0.2%** | **-0.2%** | **-0.3%** | **-0.3%** | **-0.4%** | **-0.2%** | **-0.2%** | -0.3% |

Final EA Appendix 4A2, Table 4A.2-3. Transit Boardings by Mode (2023) – with Adopted Toll Structure Added

| | Transit Boardings (AM Period) | | | | | | | | | Change | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | | Scenario | | | | | | | | Scenario | | | | | | | | Scenario | | | | | | | |
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Total Volume** | **6,352,866** | **6,432,577** | **6,434,921** | **6,449,184** | **6,457,649** | **6,465,941** | **6,461,019** | **6,438,473** | **6,443,328** | **79,711** | **82,055** | **96,318** | **104,784** | **113,075** | **108,154** | **85,607** | **90,462** | **1.3%** | **1.3%** | **1.5%** | **1.6%** | **1.8%** | **1.7%** | **1.3%** | **1.4%** |
| **Commuter Rail** | **454,520** | **456,756** | **457,863** | **459,632** | **461,635** | **463,109** | **462,013** | **458,867** | **459,622** | **2,236** | **3,343** | **5,112** | **7,115** | **8,589** | **7,493** | **4,346** | **5,102** | **0.5%** | **0.7%** | **1.1%** | **1.6%** | **1.9%** | **1.6%** | **1.0%** | **1.1%** |
| Long Island Rail Road | 142,651 | 143,452 | 143,989 | 144,244 | 144,733 | 145,544 | 144,560 | 144,084 | 144,103 | 802 | 1,339 | 1,593 | 2,083 | 2,894 | 1,910 | 1,433 | 1,452 | 0.6% | 0.9% | 1.1% | 1.5% | 2.0% | 1.3% | 1.0% | 1.0% |
| Metro-North Railroad | 152,203 | 153,128 | 153,437 | 154,108 | 154,850 | 154,296 | 155,020 | 153,491 | 154,348 | 925 | 1,234 | 1,905 | 2,647 | 2,093 | 2,817 | 1,288 | 2,145 | 0.6% | 0.8% | 1.3% | 1.7% | 1.4% | 1.9% | 0.8% | 1.4% |
| New Jersey Transit Rail | 159,666 | 160,175 | 160,437 | 161,280 | 162,051 | 163,268 | 162,433 | 161,292 | 161,171 | 509 | 770 | 1,614 | 2,385 | 3,602 | 2,767 | 1,626 | 1,505 | 0.3% | 0.5% | 1.0% | 1.5% | 2.3% | 1.7% | 1.0% | 0.9% |
| **Urban Rail** | **3,151,234** | **3,197,895** | **3,200,431** | **3,205,407** | **3,212,195** | **3,215,961** | **3,212,751** | **3,202,009** | **3,203,315** | **46,661** | **49,197** | **54,173** | **60,961** | **64,727** | **61,517** | **50,775** | **52,081** | **1.5%** | **1.6%** | **1.7%** | **1.9%** | **2.1%** | **2.0%** | **1.6%** | **1.7%** |
| NYCT Subway | 3,005,224 | 3,050,101 | 3,052,683 | 3,056,840 | 3,063,552 | 3,066,614 | 3,063,577 | 3,053,144 | 3,054,862 | 44,877 | 47,459 | 51,616 | 58,328 | 61,390 | 58,353 | 47,920 | 49,638 | 1.5% | 1.6% | 1.7% | 1.9% | 2.0% | 1.9% | 1.6% | 1.7% |
| PATH | 133,736 | 134,860 | 134,691 | 135,588 | 135,818 | 136,438 | 136,206 | 135,934 | 135,500 | 1,124 | 955 | 1,852 | 2,082 | 2,702 | 2,471 | 2,198 | 1,764 | 0.8% | 0.7% | 1.4% | 1.6% | 2.0% | 1.8% | 1.6% | 1.3% |
| SIRR | 12,274 | 12,934 | 13,057 | 12,978 | 12,826 | 12,909 | 12,967 | 12,931 | 12,953 | 660 | 783 | 704 | 552 | 635 | 694 | 657 | 679 | 5.4% | 6.4% | 5.7% | 4.5% | 5.2% | 5.7% | 5.4% | 5.5% |
| **Bus** | **2,689,564** | **2,718,960** | **2,717,507** | **2,724,787** | **2,724,456** | **2,727,511** | **2,726,657** | **2,718,457** | **2,721,174** | **29,396** | **27,943** | **35,224** | **34,892** | **37,948** | **37,093** | **28,893** | **31,610** | **1.1%** | **1.0%** | **1.3%** | **1.3%** | **1.4%** | **1.4%** | **1.1%** | **1.2%** |
| NYCT Bus | 2,037,319 | 2,063,136 | 2,062,997 | 2,068,001 | 2,067,753 | 2,069,107 | 2,068,898 | 2,062,926 | 2,064,522 | 25,817 | 25,678 | 30,682 | 30,434 | 31,788 | 31,579 | 25,607 | 27,203 | 1.3% | 1.3% | 1.5% | 1.5% | 1.6% | 1.6% | 1.3% | 1.3% |
| NJT Bus | 471,109 | 474,344 | 473,456 | 474,079 | 474,279 | 476,321 | 475,663 | 474,260 | 475,149 | 3,235 | 2,347 | 2,970 | 3,170 | 5,212 | 4,554 | 3,151 | 4,040 | 0.7% | 0.5% | 0.6% | 0.7% | 1.1% | 1.0% | 0.7% | 0.9% |
| Others | 181,136 | 181,480 | 181,053 | 182,707 | 182,424 | 182,084 | 182,096 | 181,271 | 181,503 | 345 | -83 | 1,571 | 1,288 | 948 | 960 | 136 | 367 | 0.2% | 0.0% | 0.9% | 0.7% | 0.5% | 0.5% | 0.1% | 0.2% |
| **Other Transit** | **57,548** | **58,966** | **59,120** | **59,358** | **59,363** | **59,360** | **59,598** | **59,140** | **59,216** | **1,418** | **1,572** | **1,810** | **1,815** | **1,811** | **2,050** | **1,592** | **1,668** | **2.5%** | **2.7%** | **3.1%** | **3.2%** | **3.1%** | **3.6%** | **2.8%** | **2.9%** |
| Ferries | 57,548 | 58,966 | 59,120 | 59,358 | 59,363 | 59,360 | 59,598 | 59,140 | 59,216 | 1,418 | 1,572 | 1,810 | 1,815 | 1,811 | 2,050 | 1,592 | 1,668 | 2.5% | 2.7% | 3.1% | 3.2% | 3.1% | 3.6% | 2.8% | 2.9% |
| Roosevelt Tram | 153 | 154 | 154 | 156 | 154 | 154 | 155 | 159 | 154 | 1 | 1 | 3 | 1 | 1 | 2 | 6 | 1 | 0.5% | 0.8% | 1.7% | 0.6% | 0.7% | 1.0% | 4.1% | 0.7% |

Final EA Appendix 4A2, Table 4A.2-4. Cordon Volumes by Station/Route (2023) – with Adopted Toll Structure Added

| Cordon Volumes (AM Peak Period) | | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Baseline | Scenario | | | | | | | | Scenario | | | | | | | |
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Commuter Rail** | | | | | | | | | | | | | | | | | |
| Inbound | 240,930 | 242,734 | 243,593 | 244,140 | 245,232 | 245,754 | 245,205 | 243,572 | 244,004 | 1,804 | 2,663 | 3,210 | 4,302 | 4,824 | 4,274 | 2,641 | 3,074 | **0.7%** | **1.1%** | **1.3%** | **1.8%** | **2.0%** | **1.8%** | **1.1%** | 1.3% |
| Long Island Rail Road (Penn Station) | 83,870 | 84,697 | 84,929 | 84,903 | 85,326 | 85,825 | 85,285 | 84,960 | 84,720 | 827 | 1,059 | 1,033 | 1,456 | 1,955 | 1,416 | 1,091 | 850 | 1.0% | 1.3% | 1.2% | 1.7% | 2.3% | 1.7% | 1.3% | 1.0% |
| Metro-North Railroad (Grand Central Terminal) | 97,340 | 97,832 | 98,426 | 99,003 | 99,215 | 98,861 | 99,258 | 98,133 | 98,826 | 492 | 1,086 | 1,663 | 1,875 | 1,521 | 1,918 | 793 | 1,486 | 0.5% | 1.1% | 1.7% | 1.9% | 1.6% | 2.0% | 0.8% | 1.5% |
| New Jersey Transit (New York - Penn Station) | 59,721 | 60,205 | 60,239 | 60,235 | 60,691 | 61,068 | 60,662 | 60,478 | 60,458 | 484 | 518 | 514 | 970 | 1,348 | 941 | 757 | 738 | 0.8% | 0.9% | 0.9% | 1.6% | 2.3% | 1.6% | 1.3% | 1.2% |
| **NYCT Subway** | | | | | | | | | | | | | | | | | |
| Inbound | 878,509 | 891,951 | 892,551 | 894,951 | 898,214 | 899,469 | 898,532 | 892,734 | 893,352 | 13,442 | 14,043 | 16,442 | 19,705 | 20,960 | 20,023 | 14,225 | 14,844 | 1.5% | 1.6% | 1.9% | 2.2% | 2.4% | 2.3% | 1.6% | 1.7% |
| 60th Street Cordon | 276,917 | 280,723 | 280,491 | 281,147 | 282,960 | 283,386 | 282,138 | 280,980 | 280,660 | 3,806 | 3,575 | 4,230 | 6,043 | 6,470 | 5,221 | 4,063 | 3,743 | 1.4% | 1.3% | 1.5% | 2.2% | 2.3% | 1.9% | 1.5% | 1.4% |
| Broadway (1,2,3) | 74,725 | 75,638 | 75,573 | 75,834 | 76,444 | 76,571 | 76,077 | 75,661 | 75,685 | 913 | 848 | 1,109 | 1,719 | 1,846 | 1,352 | 936 | 960 | 1.2% | 1.1% | 1.5% | 2.3% | 2.5% | 1.8% | 1.3% | 1.3% |
| 8th Avenue (A, C, B, D) | 88,153 | 89,321 | 89,270 | 89,419 | 89,950 | 90,086 | 89,703 | 89,413 | 89,270 | 1,168 | 1,117 | 1,266 | 1,797 | 1,933 | 1,550 | 1,260 | 1,117 | 1.3% | 1.3% | 1.4% | 2.0% | 2.2% | 1.8% | 1.4% | 1.3% |
| Lexington Avenue (4, 5, 6) | 89,537 | 90,920 | 90,841 | 91,003 | 91,510 | 91,610 | 91,460 | 91,015 | 90,928 | 1,383 | 1,303 | 1,465 | 1,973 | 2,073 | 1,922 | 1,478 | 1,390 | 1.5% | 1.5% | 1.6% | 2.2% | 2.3% | 2.1% | 1.7% | 1.6% |
| 2nd Avenue (Q) | 24,502 | 24,843 | 24,808 | 24,891 | 25,055 | 25,119 | 24,898 | 24,890 | 24,778 | 342 | 307 | 390 | 553 | 618 | 397 | 389 | 277 | 1.4% | 1.3% | 1.6% | 2.3% | 2.5% | 1.6% | 1.6% | 1.1% |
| Queens Cordon | 249,675 | 254,348 | 253,872 | 254,674 | 255,134 | 256,033 | 255,951 | 254,032 | 254,302 | 4,673 | 4,198 | 4,999 | 5,460 | 6,358 | 6,276 | 4,357 | 4,627 | 1.9% | 1.7% | 2.0% | 2.2% | 2.5% | 2.5% | 1.7% | 1.9% |
| 63rd Street (F) | 53,897 | 54,770 | 54,677 | 54,762 | 54,801 | 54,970 | 54,909 | 54,829 | 54,759 | 874 | 780 | 865 | 904 | 1,073 | 1,012 | 933 | 862 | 1.6% | 1.4% | 1.6% | 1.7% | 2.0% | 1.9% | 1.7% | 1.6% |
| 60th Street (R) | 18,272 | 18,816 | 18,772 | 18,907 | 18,905 | 19,073 | 19,062 | 18,805 | 18,859 | 544 | 500 | 635 | 633 | 801 | 790 | 533 | 587 | 3.0% | 2.7% | 3.5% | 3.5% | 4.4% | 4.3% | 2.9% | 3.2% |
| 60th Street (N, W) | 30,668 | 31,268 | 31,140 | 31,314 | 31,370 | 31,424 | 31,476 | 31,158 | 31,225 | 600 | 472 | 647 | 703 | 756 | 808 | 490 | 557 | 2.0% | 1.5% | 2.1% | 2.3% | 2.5% | 2.6% | 1.6% | 1.8% |
| 53rd Street (E, M) | 78,555 | 79,837 | 79,848 | 80,008 | 80,143 | 80,444 | 80,400 | 79,787 | 79,950 | 1,282 | 1,293 | 1,453 | 1,588 | 1,889 | 1,845 | 1,232 | 1,395 | 1.6% | 1.6% | 1.8% | 2.0% | 2.4% | 2.3% | 1.6% | 1.8% |
| Steinway Tunnel (7) | 68,283 | 69,656 | 69,436 | 69,683 | 69,915 | 70,122 | 70,104 | 69,452 | 69,509 | 1,373 | 1,153 | 1,400 | 1,632 | 1,839 | 1,821 | 1,169 | 1,225 | 2.0% | 1.7% | 2.1% | 2.4% | 2.7% | 2.7% | 1.7% | 1.8% |
| Brooklyn Cordon | 351,917 | 356,879 | 358,188 | 359,130 | 360,120 | 360,050 | 360,443 | 357,722 | 358,390 | 4,962 | 6,271 | 7,213 | 8,203 | 8,133 | 8,526 | 5,805 | 6,473 | 1.4% | 1.8% | 2.0% | 2.3% | 2.3% | 2.4% | 1.6% | 1.8% |
| 14th Street (L) | 42,607 | 43,209 | 43,337 | 43,466 | 43,573 | 43,562 | 43,583 | 43,316 | 43,317 | 602 | 730 | 859 | 966 | 955 | 976 | 709 | 710 | 1.4% | 1.7% | 2.0% | 2.3% | 2.2% | 2.3% | 1.7% | 1.7% |
| Williamsburg Bridge (J, M, Z) | 37,216 | 37,924 | 38,050 | 38,256 | 38,366 | 38,408 | 38,411 | 38,070 | 38,066 | 708 | 834 | 1,040 | 1,150 | 1,193 | 1,195 | 854 | 850 | 1.9% | 2.2% | 2.8% | 3.1% | 3.2% | 3.2% | 2.3% | 2.3% |
| Rutgers Street (F) | 37,006 | 37,403 | 37,504 | 37,709 | 37,807 | 37,822 | 37,921 | 37,495 | 37,629 | 397 | 498 | 702 | 801 | 815 | 915 | 488 | 623 | 1.1% | 1.3% | 1.9% | 2.2% | 2.2% | 2.5% | 1.3% | 1.7% |
| Manhattan Bridge (B, D, N, Q) | 100,921 | 102,440 | 102,952 | 103,144 | 103,654 | 103,527 | 103,630 | 102,549 | 103,076 | 1,520 | 2,031 | 2,224 | 2,734 | 2,606 | 2,710 | 1,628 | 2,155 | 1.5% | 2.0% | 2.2% | 2.7% | 2.6% | 2.7% | 1.6% | 2.1% |
| Cranberry Street (A, C) | 66,013 | 66,783 | 66,866 | 67,001 | 67,063 | 67,061 | 67,173 | 66,976 | 66,901 | 770 | 854 | 988 | 1,050 | 1,049 | 1,160 | 963 | 888 | 1.2% | 1.3% | 1.5% | 1.6% | 1.6% | 1.8% | 1.5% | 1.3% |
| Clark Street (2, 3) | 29,316 | 29,788 | 29,874 | 29,944 | 29,992 | 30,073 | 30,030 | 29,845 | 29,845 | 472 | 557 | 628 | 676 | 757 | 714 | 529 | 529 | 1.6% | 1.9% | 2.1% | 2.3% | 2.6% | 2.4% | 1.8% | 1.8% |
| Montague Street (R) | 10,143 | 10,164 | 10,167 | 10,243 | 10,218 | 10,258 | 10,301 | 10,205 | 10,220 | 21 | 25 | 101 | 75 | 116 | 158 | 63 | 77 | 0.2% | 0.2% | 1.0% | 0.7% | 1.1% | 1.6% | 0.6% | 0.8% |
| Joralmon Street (4, 5) | 28,696 | 29,168 | 29,437 | 29,367 | 29,446 | 29,338 | 29,393 | 29,267 | 29,337 | 472 | 741 | 671 | 750 | 643 | 697 | 571 | 641 | 1.6% | 2.6% | 2.3% | 2.6% | 2.2% | 2.4% | 2.0% | 2.2% |
| **PATH** | | | | | | | | | | | | | | | | | |
| Inbound | 112,505 | 113,767 | 113,566 | 114,289 | 114,542 | 115,239 | 115,042 | 114,476 | 114,147 | 1,262 | 1,061 | 1,784 | 2,038 | 2,735 | 2,537 | 1,972 | 1,643 | 1.1% | 0.9% | 1.6% | 1.6% | 2.4% | 2.3% | 1.8% | 1.5% |
| Christopher Street | 40,731 | 41,399 | 41,286 | 41,537 | 41,837 | 42,286 | 42,068 | 41,661 | 41,659 | 668 | 554 | 806 | 1,106 | 1,555 | 1,337 | 930 | 928 | 1.6% | 1.4% | 2.0% | 2.7% | 3.8% | 3.3% | 2.3% | 2.3% |
| World Trade Center | 71,773 | 72,368 | 72,280 | 72,752 | 72,705 | 72,953 | 72,974 | 72,815 | 72,488 | 595 | 507 | 978 | 932 | 1,179 | 1,201 | 1,042 | 715 | 0.8% | 0.7% | 1.4% | 1.3% | 1.6% | 1.7% | 1.5% | 1.0% |

Final EA Appendix 4A2, Table 4A.2-5. Change in Mode Share to the Manhattan CBD (2023) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Total Person Journeys to CBD** | **1,923,709** | **1,923,389** | **1,926,803** | **1,924,490** | **1,918,125** | **1,919,494** | **1,924,087** | **1,922,925** | **1,925,209** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0.1%** |
| Drive Alone | 191,338 | 177,348 | 174,838 | 169,542 | 164,844 | 158,694 | 160,639 | 173,398 | 169,337 | -7% | -9% | -11% | -14% | -17% | -16% | -9% | -11.5% |
| HOV / Shared Ride | 143,494 | 143,308 | 141,797 | 141,450 | 140,446 | 137,800 | 139,564 | 143,075 | 141,831 | 0% | -1% | -1% | -2% | -4% | -3% | 0% | -1.2% |
| Taxi / FHV | 32,324 | 25,270 | 31,884 | 28,323 | 19,944 | 25,762 | 31,739 | 23,871 | 31,337 | -22% | -1% | -12% | -38% | -20% | -2% | -26% | -3.1% |
| Commuter Rail | 369,131 | 374,592 | 375,796 | 376,912 | 379,603 | 381,204 | 379,710 | 376,742 | 377,376 | 1% | 2% | 2% | 3% | 3% | 3% | 2% | 2.2% |
| Other Transit (e.g., subway / bus) | 1,131,771 | 1,147,036 | 1,147,670 | 1,152,765 | 1,157,977 | 1,161,024 | 1,157,362 | 1,150,352 | 1,150,151 | 1% | 1% | 2% | 2% | 3% | 2% | 2% | 1.6% |
| Walk and Bike | 51,958 | 51,873 | 50,891 | 51,547 | 51,227 | 51,059 | 51,138 | 51,648 | 51,259 | 0% | -2% | -1% | -1% | -2% | -2% | -1% | -1.3% |
| School Bus | 3,693 | 3,962 | 3,927 | 3,951 | 4,084 | 3,951 | 3,935 | 3,839 | 3,918 | 7% | 6% | 7% | 11% | 7% | 7% | 4% | 6.1% |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys from CBD** | **161,833** | **159,806** | **160,976** | **160,207** | **158,892** | **158,479** | **159,884** | **159,898** | **161,235** | **-1%** | **-1%** | **-1%** | **-2%** | **-2%** | **-1%** | **-1%** | **-0.4%** |
| Drive Alone | 13,638 | 12,441 | 12,446 | 12,085 | 12,025 | 11,535 | 11,800 | 12,389 | 12,132 | -9% | -9% | -11% | -12% | -15% | -13% | -9% | -11.0% |
| HOV / Shared Ride | 30,100 | 29,714 | 29,269 | 29,160 | 28,667 | 28,300 | 28,587 | 29,225 | 29,141 | -1% | -3% | -3% | -5% | -6% | -5% | -3% | -3.2% |
| Taxi / FHV | 4,366 | 3,184 | 4,168 | 3,669 | 2,372 | 3,124 | 3,916 | 2,960 | 3,983 | -27% | -5% | -16% | -46% | -28% | -10% | -32% | -8.8% |
| Commuter Rail | 3,120 | 2,954 | 2,960 | 3,007 | 2,951 | 3,019 | 2,927 | 3,060 | 2,974 | -5% | -5% | -4% | -5% | -3% | -6% | -2% | -4.7% |
| Other Transit (e.g., subway / bus) | 78,771 | 79,372 | 79,771 | 79,881 | 80,507 | 80,096 | 80,195 | 79,856 | 80,687 | 1% | 1% | 1% | 2% | 2% | 2% | 1% | 2.4% |
| Walk and Bike | 29,188 | 29,371 | 29,564 | 29,703 | 29,588 | 29,593 | 29,601 | 29,634 | 29,489 | 1% | 1% | 2% | 1% | 1% | 1% | 2% | 1.0% |
| School Bus | 2,650 | 2,770 | 2,798 | 2,702 | 2,782 | 2,812 | 2,858 | 2,774 | 2,829 | 5% | 6% | 2% | 5% | 6% | 8% | 5% | 6.8% |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys within CBD** | **879,667** | **880,292** | **879,506** | **882,033** | **883,365** | **883,222** | **880,713** | **881,592** | **879,013** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **-0.1%** |
| Drive Alone | 7,581 | 7,576 | 7,652 | 7,679 | 7,650 | 7,610 | 7,546 | 7,778 | 7,677 | 0% | 1% | 1% | 1% | 0% | 0% | 3% | 1.3% |
| HOV / Shared Ride | 26,570 | 26,798 | 27,222 | 27,220 | 27,024 | 26,846 | 26,607 | 27,705 | 27,141 | 1% | 2% | 2% | 2% | 1% | 0% | 4% | 2.1% |
| Taxi / FHV | 28,005 | 27,711 | 28,262 | 28,003 | 28,397 | 28,195 | 28,082 | 28,619 | 24,687 | -1% | 1% | 0% | 1% | 1% | 0% | 2% | -11.8% |
| Commuter Rail | | | | | | | | | | - | - | - | - | - | - | - | - |
| Other Transit (e.g., subway / bus) | 240,385 | 241,162 | 239,319 | 241,255 | 242,475 | 242,522 | 241,327 | 239,993 | 242,838 | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 1.0% |
| Walk and Bike | 572,877 | 572,877 | 572,805 | 573,716 | 573,689 | 573,977 | 573,110 | 573,376 | 572,496 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -0.1% |
| School Bus | 4,249 | 4,168 | 4,246 | 4,160 | 4,130 | 4,072 | 4,041 | 4,121 | 4,174 | -2% | 0% | -2% | -3% | -4% | -5% | -3% | -1.8% |

Final EA Appendix 4A2, Table 4A.2-6. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **113,058** | **113,749** | **128,235** | **123,915** | **108,180** | **120,128** | **133,196** | **110,059** | **129,882** | **0.6%** | **13.4%** | **9.6%** | **-4.3%** | **6.3%** | **17.8%** | **-2.7%** | **14.9%** |
| 60th Street | 39,536 | 36,877 | 45,022 | 45,026 | 37,509 | 43,401 | 50,894 | 34,730 | **46,959** | -6.7% | 13.9% | 13.9% | -5.1% | 9.8% | 28.7% | -12.2% | **18.8%** |
| Inbound | 21,015 | 20,019 | 24,298 | 25,149 | 21,748 | 24,771 | 28,755 | 18,992 | **25,908** | -4.7% | 15.6% | 19.7% | 3.5% | 17.9% | 36.8% | -9.6% | 23.3% |
| Outbound | 18,551 | 16,890 | 20,758 | 19,906 | 15,791 | 18,661 | 22,168 | 15,771 | **21,080** | -9.0% | 11.9% | 7.3% | -14.9% | 0.6% | 19.5% | -15.0% | 13.6% |
| FDR DRIVE+WEST SIDE HWY | 23,612 | 18,074 | 22,638 | 22,250 | 16,844 | 20,638 | 25,349 | 16,906 | **23,365** | -23.5% | -4.1% | -5.8% | -28.7% | -12.6% | 7.4% | -28.4% | -1.0% |
| *West Side Highway / Route 9A* | 10,965 | 8,425 | 10,350 | 9,694 | 6,992 | 8,839 | 10,899 | 7,945 | **10,582** | -23.2% | -5.6% | -11.6% | -36.2% | -19.4% | -0.6% | -27.5% | -3.5% |
| *FDR Drive* | 12,647 | 9,649 | 12,288 | 12,556 | 9,852 | 11,799 | 14,450 | 8,961 | **12,783** | -23.7% | -2.8% | -0.7% | -22.1% | -6.7% | 14.3% | -29.1% | 1.1% |
| WEST AVENUES | 6,720 | 4,749 | 6,108 | 5,172 | 4,408 | 5,320 | 6,114 | 4,499 | **5,738** | -29.3% | -9.1% | -23.0% | -34.4% | -20.8% | -9.0% | -33.1% | -14.6% |
| *West End Ave* | 946 | 626 | 813 | 623 | 340 | 506 | 728 | 545 | **849** | -33.8% | -14.1% | -34.1% | -64.1% | -46.5% | -23.0% | -42.4% | -10.3% |
| *Broadway* | 2,734 | 1,614 | 2,097 | 1,706 | 1,235 | 1,579 | 1,791 | 1,575 | **1,861** | -41.0% | -23.3% | -37.6% | -54.8% | -42.2% | -34.5% | -42.4% | -31.9% |
| *Amsterdam* | 1,292 | 1,227 | 1,602 | 1,406 | 1,475 | 1,732 | 1,895 | 1,156 | **1,515** | -5.0% | 24.0% | 8.8% | 14.2% | 34.1% | 46.7% | -10.5% | 17.3% |
| *Columbus Ave* | 1,258 | 694 | 903 | 635 | 449 | 518 | 660 | 636 | **701** | -44.8% | -28.2% | -49.5% | -64.3% | -58.8% | -47.5% | -49.4% | -44.3% |
| *Eighth Avenue* | 490 | 588 | 693 | 802 | 909 | 985 | 1,040 | 587 | **812** | 20.0% | 41.4% | 63.7% | 85.5% | 101.0% | 112.2% | 19.8% | 65.7% |
| EAST AVENUES | 9,204 | 14,054 | 16,276 | 17,604 | 16,257 | 17,443 | 19,431 | 13,325 | **17,856** | 52.7% | 76.8% | 91.3% | 76.6% | 89.5% | 111.1% | 44.8% | 94.0% |
| *Fifth Avenue* | 1,472 | 914 | 1,142 | 863 | 623 | 706 | 877 | 801 | **883** | -37.9% | -22.4% | -41.4% | -57.7% | -52.0% | -40.4% | -45.6% | -40.0% |
| *Madison Avenue* | 236 | 162 | 179 | 178 | 125 | 101 | 104 | 136 | **194** | -31.4% | -24.2% | -24.6% | -47.0% | -57.2% | -55.9% | -42.4% | -17.8% |
| *Park Avenue* | 1,739 | 1,405 | 1,622 | 1,571 | 1,233 | 1,349 | 1,561 | 1,315 | **1,548** | -19.2% | -6.7% | -9.7% | -29.1% | -22.4% | -10.2% | -24.4% | -11.0% |
| *Lexington Avenue* | 651 | 906 | 1,045 | 1,550 | 1,192 | 1,338 | 1,426 | 852 | **1,664** | 39.2% | 60.5% | 138.1% | 83.1% | 105.5% | 119.0% | 30.9% | 155.6% |
| *Third Avenue* | 898 | 580 | 791 | 852 | 705 | 872 | 999 | 590 | **887** | -35.4% | -11.9% | -5.1% | -21.5% | -2.9% | 11.2% | -34.3% | -1.2% |
| *Second Avenue* | 1,086 | 5,247 | 5,852 | 6,360 | 6,964 | 7,292 | 7,863 | 5,107 | **6,486** | 383.1% | 438.9% | 485.6% | 541.3% | 571.5% | 624.0% | 370.3% | 497.2% |
| *First Avenue* | 380 | 1,232 | 1,360 | 1,263 | 1,715 | 1,570 | 1,850 | 1,118 | **1,295** | 224.2% | 257.9% | 232.4% | 351.3% | 313.2% | 386.8% | 194.2% | 240.8% |
| *York Avenue* | 2,108 | 1,649 | 1,899 | 1,616 | 1,321 | 1,522 | 1,821 | 1,562 | **1,722** | -21.8% | -9.9% | -23.3% | -37.3% | -27.8% | -13.6% | -25.9% | -18.3% |
| *Ed Koch Queensboro Ramp* | 634 | 1,959 | 2,386 | 3,351 | 2,379 | 2,693 | 2,930 | 1,844 | **3,177** | 209.0% | 276.3% | 428.5% | 275.2% | 324.8% | 362.1% | 190.9% | 401.1% |
| Queens | 39,427 | 43,248 | 45,890 | 40,624 | 34,508 | 37,005 | 38,519 | 42,528 | **43,076** | 9.7% | 16.4% | 3.0% | -12.5% | -6.1% | -2.3% | 7.9% | **9.3%** |
| Inbound | 20,102 | 21,565 | 22,906 | 17,668 | 14,714 | 15,785 | 16,512 | 21,119 | **19,587** | 7.3% | 13.9% | -12.1% | -26.8% | -21.5% | -17.9% | 5.1% | **-2.6%** |
| Outbound | 19,327 | 21,685 | 22,985 | 22,960 | 19,797 | 21,223 | 22,011 | 21,412 | **23,492** | 12.2% | 18.9% | 18.8% | 2.4% | 9.8% | 13.9% | 10.8% | **21.6%** |
| *Ed Koch Queensboro Bridge* | 5,320 | 10,140 | 11,429 | 19,506 | 25,473 | 27,371 | 28,479 | 9,678 | **17,178** | 90.6% | 114.8% | 266.7% | 378.8% | 414.5% | 435.3% | 81.9% | 222.9% |
| *Queens-Midtown Tunnel* | 34,107 | 33,108 | 34,461 | 21,118 | 9,035 | 9,634 | 10,040 | 32,850 | **25,898** | -2.9% | 1.0% | -38.1% | -73.5% | -71.8% | -70.6% | -3.7% | -24.1% |
| Brooklyn | 23,211 | 19,207 | 22,881 | 24,457 | 22,499 | 25,535 | 29,748 | 18,339 | **25,705** | -17.3% | -1.4% | 5.4% | -3.1% | 10.0% | 28.2% | -21.0% | **10.7%** |
| Inbound | 10,709 | 8,597 | 10,322 | 13,250 | 12,184 | 13,659 | 15,808 | 8,189 | **13,359** | -19.7% | -3.6% | 23.7% | 13.8% | 27.5% | 47.6% | -23.5% | **24.7%** |
| Outbound | 12,509 | 10,618 | 12,566 | 11,212 | 10,320 | 11,884 | 13,946 | 10,158 | **12,352** | -15.1% | 0.5% | -10.4% | -17.5% | -5.0% | 11.5% | -18.8% | **-1.3%** |
| *Williamsburg Bridge* | 5,544 | 5,468 | 7,013 | 9,046 | 10,687 | 12,260 | 13,904 | 5,435 | **9,273** | -1.4% | 26.5% | 63.2% | 92.8% | 121.1% | 150.8% | -2.0% | 67.3% |
| *Manhattan Bridge* | 2,245 | 1,681 | 2,454 | 2,286 | 1,725 | 2,348 | 3,080 | 1,519 | **2,760** | -25.1% | 9.3% | 1.8% | -23.2% | 4.6% | 37.2% | -32.3% | 22.9% |
| *Brooklyn Bridge* | 2,576 | 1,455 | 1,870 | 1,902 | 2,503 | 2,832 | 3,630 | 1,278 | **2,118** | -43.5% | -27.4% | -26.2% | -2.8% | 9.9% | 40.9% | -50.4% | -17.8% |
| *Hugh Carey Tunnel* | 12,846 | 10,603 | 11,544 | 11,223 | 7,584 | 8,095 | 9,134 | 10,107 | **11,554** | -17.5% | -10.1% | -12.6% | -41.0% | -37.0% | -28.9% | -21.3% | -10.1% |
| New Jersey | 10,884 | 14,417 | 14,442 | 13,808 | 13,664 | 14,187 | 14,035 | 14,462 | **14,142** | 32.5% | 32.7% | 26.9% | 25.5% | 30.3% | 29.0% | 32.9% | **29.9%** |
| Inbound | 5,251 | 7,149 | 7,146 | 6,497 | 6,014 | 6,530 | 6,336 | 7,187 | **6,788** | 36.1% | 36.1% | 23.7% | 14.5% | 24.4% | 20.7% | 36.9% | 29.3% |
| Outbound | 5,637 | 7,272 | 7,299 | 7,314 | 7,654 | 7,661 | 7,701 | 7,278 | **7,356** | 29.0% | 29.5% | 29.7% | 35.8% | 35.9% | 36.6% | 29.1% | 30.5% |
| *Holland Tunnel* | 3,718 | 6,301 | 6,525 | 6,292 | 6,659 | 6,984 | 6,788 | 6,681 | **6,638** | 69.5% | 75.5% | 69.2% | 79.1% | 87.8% | 82.6% | 79.7% | **78.5%** |
| *Lincoln Tunnel* | 7,166 | 8,116 | 7,917 | 7,516 | 7,005 | 7,203 | 7,247 | 7,781 | **7,504** | **13.3%** | 10.5% | 4.9% | -2.2% | 0.5% | 1.1% | 8.6% | 4.7% |

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Final EA Appendix 4A2, Table 4A.2-7. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **121,537** | **108,532** | **107,799** | **105,607** | **105,409** | **102,104** | **98,811** | **113,863** | **107,889** | **-10.7%** | **-11.3%** | **-13.1%** | **-13.3%** | **-16.0%** | **-18.7%** | **-6.3%** | **-11.2%** |
| 60th Street | 46,128 | 37,375 | 37,158 | 35,747 | 35,140 | 33,948 | 34,905 | 39,058 | **36,662** | -19.0% | -19.4% | -22.5% | -23.8% | -26.4% | -24.3% | -15.3% | **-20.4%** |
| Inbound | 23,792 | 18,572 | 18,388 | 17,224 | 16,602 | 15,978 | 16,584 | 19,559 | **17,847** | -21.9% | -22.7% | -27.6% | -30.2% | -32.8% | -30.3% | -17.8% | **-25.0%** |
| Outbound | 22,366 | 18,829 | 18,800 | 18,550 | 18,564 | 18,000 | 18,350 | 19,528 | **18,892** | -15.8% | -15.9% | -17.1% | -17.0% | -19.5% | -18.0% | -12.7% | **-15.5%** |
| FDR DRIVE+WEST SIDE HWY | 4,118 | 4,202 | 4,281 | 4,338 | 4,749 | 4,684 | 4,816 | 4,388 | 4,506 | 2.0% | 4.0% | 5.3% | 15.3% | 13.7% | 16.9% | 6.6% | 9.4% |
| *West Side Highway / Route 9A* | 1,366 | 1,962 | 1,995 | 1,990 | 2,186 | 2,058 | 2,223 | 2,067 | 2,105 | 43.6% | 46.0% | 45.7% | 60.0% | 50.7% | 62.7% | 51.3% | 54.1% |
| *FDR Drive* | 2,752 | 2,240 | 2,286 | 2,348 | 2,563 | 2,626 | 2,593 | 2,321 | 2,401 | -18.6% | -16.9% | -14.7% | -6.9% | -4.6% | -5.8% | -15.7% | -12.8% |
| WEST AVENUES | 16,382 | 13,660 | 13,505 | 12,789 | 12,718 | 12,321 | 12,642 | 14,132 | 13,290 | -16.6% | -17.6% | -21.9% | -22.4% | -24.8% | -22.8% | -13.7% | -18.8% |
| *West End Ave* | 3,555 | 1,974 | 1,883 | 1,261 | 1,118 | 839 | 1,066 | 2,161 | 1,663 | -44.5% | -47.0% | -64.5% | -68.6% | -76.4% | -70.0% | -39.2% | -53.2% |
| *Broadway* | 5,864 | 6,029 | 6,073 | 6,143 | 6,320 | 6,379 | 6,291 | 5,967 | 6,128 | 2.8% | 3.6% | 4.8% | 7.8% | 8.8% | 7.3% | 1.8% | 4.6% |
| *Amsterdam* | 3,616 | 2,361 | 2,233 | 1,934 | 1,758 | 1,627 | 1,716 | 2,691 | 2,133 | -34.7% | -38.2% | -46.5% | -51.4% | -55.0% | -52.5% | -25.6% | -41.0% |
| *Columbus Ave* | 2,269 | 2,162 | 2,177 | 2,260 | 2,326 | 2,292 | 2,376 | 2,185 | 2,193 | -4.7% | -4.1% | -0.4% | 2.5% | 1.0% | 4.7% | -3.7% | -3.1% |
| *Eighth Avenue* | 1,078 | 1,134 | 1,139 | 1,191 | 1,196 | 1,184 | 1,193 | 1,128 | 1,173 | 5.2% | 5.7% | 10.5% | 10.9% | 9.8% | 10.7% | 4.6% | 9.3% |
| EAST AVENUES | 25,628 | 19,513 | 19,372 | 18,620 | 17,673 | 16,943 | 17,447 | 20,538 | 18,866 | -23.9% | -24.4% | -27.3% | -31.0% | -33.9% | -31.9% | -19.9% | -26.3% |
| *Fifth Avenue* | 1,933 | 1,596 | 1,579 | 1,498 | 1,476 | 1,483 | 1,461 | 1,592 | 1,554 | -17.4% | -18.3% | -22.5% | -23.6% | -23.3% | -24.4% | -17.6% | -19.4% |
| *Madison Avenue* | 773 | 755 | 752 | 758 | 753 | 730 | 748 | 706 | 744 | -2.3% | -2.7% | -1.9% | -2.6% | -5.6% | -3.2% | -8.7% | -3.3% |
| *Park Avenue* | 4,132 | 3,438 | 3,465 | 3,368 | 3,298 | 3,288 | 3,246 | 3,553 | 3,375 | -16.8% | -16.1% | -18.5% | -20.2% | -20.4% | -21.4% | -14.0% | -18.2% |
| *Lexington Avenue* | 3,086 | 2,568 | 2,536 | 2,661 | 2,672 | 2,662 | 2,720 | 2,505 | 2,614 | -16.8% | -17.8% | -13.8% | -13.4% | -13.7% | -11.9% | -18.8% | -15.1% |
| *Third Avenue* | 3,705 | 3,708 | 3,744 | 3,639 | 3,586 | 3,381 | 3,575 | 3,763 | 3,725 | 0.1% | 1.1% | -1.8% | -3.2% | -8.7% | -3.5% | 1.6% | 0.7% |
| *Second Avenue* | 5,643 | 3,980 | 3,869 | 3,381 | 2,689 | 2,332 | 2,544 | 4,763 | 3,560 | -29.5% | -31.4% | -40.1% | -52.3% | -58.7% | -54.9% | -15.6% | -36.9% |
| *First Avenue* | 2,583 | 2,353 | 2,351 | 2,365 | 2,296 | 2,162 | 2,267 | 2,599 | 2,349 | -8.9% | -9.0% | -8.4% | -11.1% | -16.3% | -12.2% | 0.6% | -8.9% |
| *York Avenue* | 1,189 | 779 | 737 | 630 | 584 | 575 | 576 | 721 | 619 | -34.5% | -38.0% | -47.0% | -50.9% | -51.6% | -51.6% | -39.4% | -47.8% |
| *Ed Koch Queensboro Ramp* | 2,584 | 336 | 339 | 320 | 319 | 330 | 310 | 336 | 326 | -87.0% | -86.9% | -87.6% | -87.7% | -87.2% | -88.0% | -87.0% | -87.4% |
| Queens | 23,198 | 21,929 | 21,746 | 21,178 | 20,879 | 20,143 | 20,635 | 23,063 | 21,316 | -5.5% | -6.3% | -8.7% | -10.0% | -13.2% | -11.0% | -0.6% | **-8.1%** |
| Inbound | 12,762 | 11,950 | 11,901 | 11,851 | 11,382 | 11,070 | 11,060 | 12,299 | 11,763 | -6.4% | -6.7% | -7.1% | -10.8% | -13.3% | -13.3% | -3.6% | **-7.8%** |
| Outbound | 10,440 | 9,983 | 9,848 | 9,330 | 9,501 | 9,077 | 9,579 | 10,767 | 9,560 | -4.4% | -5.7% | -10.6% | -9.0% | -13.1% | -8.2% | 3.1% | **-8.4%** |
| *Ed Koch Queensboro Bridge* | 17,286 | 16,372 | 16,281 | 15,812 | 14,156 | 13,259 | 14,675 | 17,578 | 15,659 | -5.3% | -5.8% | -8.5% | -18.1% | -23.3% | -15.1% | 1.7% | -9.4% |
| *Queens-Midtown Tunnel* | 5,912 | 5,557 | 5,465 | 5,366 | 6,723 | 6,884 | 5,960 | 5,485 | 5,657 | -6.0% | -7.6% | -9.2% | 13.7% | 16.4% | 0.8% | -7.2% | -4.3% |
| Brooklyn | 33,616 | 32,029 | 31,900 | 31,460 | 31,774 | 30,914 | 25,829 | 33,088 | 32,275 | -4.7% | -5.1% | -6.4% | -5.5% | -8.0% | -23.2% | -1.6% | **-4.0%** |
| Inbound | 15,032 | 14,504 | 14,467 | 13,958 | 14,295 | 13,857 | 11,482 | 15,020 | 14,501 | -3.5% | -3.8% | -7.1% | -4.9% | -7.8% | -23.6% | -0.1% | -3.5% |
| Outbound | 18,590 | 17,534 | 17,439 | 17,510 | 17,486 | 17,064 | 14,353 | 18,075 | 17,791 | -5.7% | -6.2% | -5.8% | -5.9% | -8.2% | -22.8% | -2.8% | -4.3% |
| *Williamsburg Bridge* | 8,582 | 8,741 | 8,694 | 8,806 | 8,596 | 8,598 | 8,375 | 8,972 | 8,788 | 1.9% | 1.3% | 2.6% | 0.2% | 0.2% | -2.4% | 4.5% | 2.4% |
| *Manhattan Bridge* | 12,781 | 10,887 | 10,816 | 11,164 | 9,900 | 9,763 | 9,390 | 11,747 | 11,212 | -14.8% | -15.4% | -12.7% | -22.5% | -23.6% | -26.5% | -8.1% | -12.3% |
| *Brooklyn Bridge* | 4,486 | 4,255 | 4,256 | 4,332 | 4,934 | 4,973 | 3,717 | 4,298 | 4,340 | -5.1% | -5.1% | -3.4% | 10.0% | 10.9% | -17.1% | -4.2% | -3.3% |
| *Hugh Carey Tunnel* | 7,767 | 8,146 | 8,134 | 7,158 | 8,344 | 7,580 | 4,347 | 8,071 | 7,935 | 4.9% | 4.7% | -7.8% | 7.4% | -2.4% | -44.0% | 3.9% | 2.2% |
| New Jersey | 18,595 | 17,199 | 16,995 | 17,222 | 17,616 | 17,099 | 17,442 | 18,654 | 17,636 | -7.5% | -8.6% | -7.4% | -5.3% | -8.0% | -6.2% | 0.3% | **-5.1%** |
| Inbound | 10,551 | 9,890 | 9,759 | 10,342 | 10,896 | 10,605 | 10,489 | 10,651 | 10,386 | -6.3% | -7.5% | -2.0% | 3.3% | 0.5% | -0.6% | 0.9% | **-1.6%** |
| Outbound | 8,047 | 7,311 | 7,238 | 6,883 | 6,722 | 6,495 | 6,957 | 8,008 | 7,256 | -9.1% | -10.1% | -14.5% | -16.5% | -19.3% | -13.5% | -0.5% | **-9.8%** |
| *Holland Tunnel* | 9,305 | 9,131 | 9,065 | 9,078 | 9,152 | 8,935 | 9,209 | 9,941 | 9,476 | -1.9% | -2.6% | -2.4% | -1.6% | -4.0% | -1.0% | 6.8% | **1.9%** |
| *Lincoln Tunnel* | 9,290 | 8,068 | 7,930 | 8,144 | 8,464 | 8,164 | 8,233 | 8,713 | 8,160 | -13.2% | -14.6% | -12.3% | -8.9% | -12.1% | -11.4% | -6.2% | 12.1% |

Final EA Appendix 4A2, Table 4A.2-8. Work Journeys to the Manhattan CBD by Origin County (2023) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Scenario | | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *Total Work Journeys to CBD* | *1,561,067* | *1,561,030* | *1,561,015* | *1,561,093* | *1,561,040* | *1,561,081* | *1,561,059* | *1,561,017* | *1,561,063* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0.0%* |
| **CBD** | **164,814** | **165,096** | **164,894** | **165,304** | **165,480** | **165,649** | **165,289** | **165,093** | *164,811* | **0%** | **0%** | **0%** | **0%** | **1%** | **0%** | **0%** | *0.0%* |
| CBD | 164,814 | 165,096 | 164,894 | 165,304 | 165,480 | 165,649 | 165,289 | 165,093 | ***164,811*** | 0% | 0% | 0% | 0% | 1% | 0% | 0% | ***0.0%*** |
| **New York City** | **843,655** | **839,085** | **838,585** | **837,467** | **835,931** | **835,102** | **835,957** | **837,507** | *837,160* | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | *-0.8%* |
| Upper Manhattan | 175,876 | 174,686 | 175,138 | 174,570 | 174,556 | 174,752 | 174,170 | 174,207 | ***174,665*** | -1% | 0% | -1% | -1% | -1% | -1% | -1% | ***-0.7%*** |
| Bronx | 97,518 | 96,911 | 96,821 | 96,598 | 96,359 | 96,172 | 96,741 | 96,409 | ***96,269*** | -1% | -1% | -1% | -1% | -1% | -1% | -1% | ***-1.3%*** |
| Brooklyn | 282,439 | 280,663 | 280,595 | 279,906 | 279,684 | 279,165 | 280,197 | 280,463 | ***280,204*** | -1% | -1% | -1% | -1% | -1% | -1% | -1% | ***-0.8%*** |
| Queens | 260,444 | 258,756 | 257,996 | 257,996 | 257,335 | 256,897 | 256,624 | 258,367 | ***257,751*** | -1% | -1% | -1% | -1% | -1% | -1% | -1% | ***-1.0%*** |
| Staten Island | 27,378 | 28,069 | 28,035 | 28,397 | 27,997 | 28,116 | 28,225 | 28,061 | ***28,271*** | 3% | 2% | 4% | 2% | 3% | 3% | 2% | ***3.3%*** |
| **Long Island** | **128,802** | **131,412** | **131,993** | **131,253** | **131,272** | **131,777** | **130,636** | **132,202** | *131,192* | **2%** | **2%** | **2%** | **2%** | **2%** | **1%** | **3%** | *1.9%* |
| Nassau | 87,416 | 89,363 | 89,962 | 89,120 | 88,381 | 88,830 | 87,993 | 89,996 | ***89,078*** | 2% | 3% | 2% | 1% | 2% | 1% | 3% | ***1.9%*** |
| Suffolk | 41,386 | 42,049 | 42,031 | 42,133 | 42,891 | 42,947 | 42,643 | 42,206 | ***42,114*** | 2% | 2% | 2% | 4% | 4% | 3% | 2% | ***1.8%*** |
| **Upstate New York** | **101,745** | **99,988** | **100,411** | **100,742** | **100,272** | **100,014** | **100,247** | **100,347** | *100,365* | **-2%** | **-1%** | **-1%** | **-1%** | **-2%** | **-1%** | **-1%** | *-1.4%* |
| Dutchess | 5,989 | 5,960 | 5,909 | 5,982 | 5,987 | 6,031 | 5,961 | 6,065 | ***5,945*** | 0% | -1% | 0% | 0% | 1% | 0% | 1% | ***-0.7%*** |
| Orange | 14,672 | 14,595 | 14,741 | 14,940 | 15,391 | 15,585 | 15,418 | 14,754 | ***14,907*** | -1% | 0% | 2% | 5% | 6% | 5% | 1% | ***1.6%*** |
| Putnam | 1,648 | 1,665 | 1,628 | 1,629 | 1,618 | 1,685 | 1,645 | 1,663 | ***1,649*** | 1% | -1% | -1% | -2% | 2% | 0% | 1% | ***0.1%*** |
| Rockland | 8,569 | 8,310 | 8,504 | 8,396 | 8,526 | 8,509 | 8,247 | 8,518 | ***8,213*** | -3% | -1% | -2% | -1% | -1% | -4% | -1% | ***-4.2%*** |
| Westchester | 70,867 | 69,458 | 69,629 | 69,795 | 68,750 | 68,204 | 68,976 | 69,347 | ***69,651*** | -2% | -2% | -2% | -3% | -4% | -3% | -2% | ***-1.7%*** |
| **New Jersey** | **264,412** | **268,175** | **267,738** | **269,024** | **271,000** | **272,034** | **271,413** | **269,303** | *270,061* | **1%** | **1%** | **2%** | **2%** | **3%** | **3%** | **2%** | *2.1%* |
| Bergen | 35,099 | 35,399 | 35,160 | 35,660 | 35,818 | 36,087 | 35,949 | 35,421 | ***35,483*** | 1% | 0% | 2% | 2% | 3% | 2% | 1% | ***1.1%*** |
| Essex | 31,127 | 31,297 | 31,485 | 31,602 | 31,715 | 31,901 | 31,840 | 31,816 | ***31,597*** | 1% | 1% | 2% | 2% | 2% | 2% | 2% | ***1.5%*** |
| Hudson | 82,484 | 83,408 | 83,175 | 83,495 | 83,911 | 84,762 | 84,609 | 83,716 | ***84,113*** | 1% | 1% | 1% | 2% | 3% | 3% | 1% | ***2.0%*** |
| Hunterdon | 3,050 | 3,074 | 3,124 | 3,102 | 3,126 | 3,161 | 3,136 | 3,094 | ***3,107*** | 1% | 2% | 2% | 2% | 4% | 3% | 1% | ***1.9%*** |
| Mercer | 7,175 | 7,206 | 7,238 | 7,284 | 7,295 | 7,287 | 7,254 | 7,254 | ***7,232*** | 0% | 1% | 2% | 2% | 2% | 1% | 1% | ***0.8%*** |
| Middlesex | 28,278 | 28,713 | 28,846 | 28,745 | 29,169 | 28,942 | 29,046 | 28,864 | ***28,734*** | 2% | 2% | 2% | 3% | 2% | 3% | 2% | ***1.6%*** |
| Monmouth | 19,481 | 19,879 | 19,522 | 19,674 | 19,935 | 19,727 | 19,655 | 19,424 | ***19,805*** | 2% | 0% | 1% | 2% | 1% | 1% | 0% | ***1.7%*** |
| Morris | 10,136 | 10,439 | 10,403 | 10,424 | 10,632 | 10,643 | 10,523 | 10,506 | ***10,566*** | 3% | 3% | 3% | 5% | 5% | 4% | 4% | ***4.2%*** |
| Ocean | 11,322 | 11,429 | 11,451 | 11,495 | 11,564 | 11,506 | 11,538 | 11,497 | ***11,459*** | 1% | 1% | 2% | 2% | 2% | 2% | 2% | ***1.2%*** |
| Passaic | 8,228 | 8,798 | 8,672 | 8,828 | 9,032 | 9,042 | 8,876 | 8,875 | ***8,999*** | 7% | 5% | 7% | 10% | 10% | 8% | 8% | ***9.4%*** |
| Somerset | 5,977 | 6,159 | 6,124 | 6,223 | 6,198 | 6,298 | 6,259 | 6,146 | ***6,202*** | 3% | 2% | 4% | 4% | 5% | 5% | 3% | ***3.8%*** |
| Sussex | 3,348 | 3,369 | 3,425 | 3,353 | 3,367 | 3,319 | 3,339 | 3,400 | ***3,396*** | 1% | 2% | 0% | 1% | -1% | 0% | 2% | ***1.4%*** |
| Union | 17,759 | 18,059 | 18,162 | 18,188 | 18,273 | 18,404 | 18,429 | 18,324 | ***18,414*** | 2% | 2% | 2% | 3% | 4% | 4% | 3% | ***3.7%*** |
| Warren | 948 | 946 | 951 | 951 | 965 | 955 | 960 | 966 | ***954*** | 0% | 0% | 0% | 2% | 1% | 1% | 2% | ***0.6%*** |
| **Connecticut** | **57,639** | **57,274** | **57,394** | **57,303** | **57,085** | **56,505** | **57,517** | **56,565** | *57,474* | **-1%** | **0%** | **-1%** | **-1%** | **-2%** | **0%** | **-2%** | *-0.3%* |
| Fairfield | 37,853 | 37,404 | 37,634 | 37,596 | 37,104 | 36,530 | 37,532 | 36,665 | ***37,672*** | -1% | -1% | -1% | -2% | -3% | -1% | -3% | ***-0.5%*** |
| New Haven | 19,786 | 19,870 | 19,760 | 19,707 | 19,981 | 19,975 | 19,985 | 19,900 | 19,802 | 0% | 0% | 0% | 1% | 1% | 1% | 1% | ***2.3%*** |

Final EA Appendix 4A2, Table 4A.2-9. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **1,480,286** | **1,292,709** | **1,298,008** | **1,268,589** | **1,230,549** | **1,216,169** | **1,239,285** | **1,269,601** | **1,268,937** | **-13%** | **-12%** | **-14%** | **-17%** | **-18%** | **-16%** | **-14%** | **-14.3%** |
| **Inbound** | **750,695** | **647,822** | **650,479** | **635,851** | **617,517** | **610,279** | **621,900** | **636,184** | **635,833** | **-14%** | **-13%** | **-15%** | **-18%** | **-19%** | **-17%** | **-15.3%** | **-15.3%** |
| **Outbound** | **729,559** | **644,852** | **647,500** | **632,704** | **613,005** | **605,868** | **617,357** | **633,393** | **633,104** | **-12%** | **-11%** | **-13%** | **-16%** | **-17%** | **-15%** | **-13%** | **-13.2%** |
| | | | | | | | | | | - | - | - | - | - | - | - | - |
| 60th Street | 549,072 | 473,220 | 479,431 | 460,828 | 438,623 | 436,372 | 446,477 | 469,509 | **467,387** | -13.8% | -12.7% | -16.1% | -20.1% | -20.5% | -18.7% | -14.5% | **-14.9%** |
| Inbound | 288,876 | 236,408 | 239,250 | 226,243 | 212,735 | 211,409 | 216,884 | 233,737 | 230,946 | -18.2% | -17.2% | -21.7% | -26.4% | -26.8% | -24.9% | -19.1% | **-20.1%** |
| Outbound | 260,182 | 236,796 | 240,172 | 234,572 | 225,878 | 224,955 | 229,583 | 235,764 | 236,441 | -9.0% | -7.7% | -9.8% | -13.2% | -13.5% | -11.8% | -9.4% | **-9.1%** |
| FDR DRIVE+WEST SIDE HWY | 301,343 | 288,193 | 291,892 | 285,093 | 276,703 | 275,597 | 280,729 | 287,393 | 288,400 | -4.4% | -3.1% | -5.4% | -8.2% | -8.5% | -6.8% | -4.6% | -4.3% |
| West Side Highway / Route 9A | 124,950 | 117,457 | 118,920 | 115,127 | 111,092 | 110,371 | 112,823 | 116,458 | 116,629 | -6.0% | -4.8% | -7.9% | -11.1% | -11.7% | -9.7% | -6.8% | -6.7% |
| *am* | *26,409* | *25,842* | *26,232* | *25,580* | *25,080* | *25,175* | *25,424* | *25,745* | 25,893 | *-2.1%* | *-0.7%* | *-3.1%* | *-5.0%* | *-4.7%* | *-3.7%* | *-2.5%* | -2.0% |
| *md* | *35,767* | *33,953* | *34,492* | *33,809* | *32,466* | *32,622* | *33,110* | *33,621* | 34,182 | *-5.1%* | *-3.6%* | *-5.5%* | *-9.2%* | *-8.8%* | *-7.4%* | *-6.0%* | -4.4% |
| *pm* | *26,791* | *25,949* | *26,143* | *25,589* | *25,067* | *25,072* | *25,363* | *25,797* | 25,765 | *-3.1%* | *-2.4%* | *-4.5%* | *-6.4%* | *-6.4%* | *-5.3%* | *-3.7%* | -3.8% |
| *nt* | *35,983* | *31,713* | *32,053* | *30,149* | *28,479* | *27,502* | *28,926* | *31,295* | 30,789 | *-11.9%* | *-10.9%* | *-16.2%* | *-20.9%* | *-23.6%* | *-19.6%* | *-13.0%* | -14.4% |
| FDR Drive | 176,393 | 170,736 | 172,972 | 169,966 | 165,611 | 165,226 | 167,906 | 170,935 | 171,771 | -3.2% | -1.9% | -3.6% | -6.1% | -6.3% | -4.8% | -3.1% | -2.6% |
| *am* | *35,876* | *35,591* | *35,904* | *35,980* | *35,525* | *35,727* | *35,945* | *35,852* | 36,145 | *-0.8%* | *0.1%* | *0.3%* | *-1.0%* | *-0.4%* | *0.2%* | *-0.1%* | 0.7% |
| *md* | *49,880* | *48,193* | *49,129* | *48,748* | *47,821* | *47,663* | *48,944* | *48,246* | 49,020 | *-3.4%* | *-1.5%* | *-2.3%* | *-4.1%* | *-4.4%* | *-1.9%* | *-3.3%* | -1.7% |
| *pm* | *41,521* | *40,448* | *40,849* | *40,091* | *39,071* | *39,406* | *39,737* | *40,247* | 40,335 | *-2.6%* | *-1.6%* | *-3.4%* | *-5.9%* | *-5.1%* | *-4.3%* | *-3.1%* | -2.9% |
| *nt* | *49,116* | *46,504* | *47,090* | *45,147* | *43,194* | *42,430* | *43,280* | *46,590* | 46,271 | *-5.3%* | *-4.1%* | *-8.1%* | *-12.1%* | *-13.6%* | *-11.9%* | *-5.1%* | -5.8% |
| WEST AVENUES | 72,502 | 56,201 | 57,660 | 54,867 | 50,856 | 50,545 | 52,999 | 56,491 | 55,772 | -22.5% | -20.5% | -24.3% | -29.9% | -30.3% | -26.9% | -22.1% | -23.1% |
| West End Ave | 10,141 | 3,914 | 4,226 | 3,391 | 2,516 | 2,424 | 3,024 | 4,322 | 4,037 | -61.4% | -58.3% | -66.6% | -75.2% | -76.1% | -70.2% | -57.4% | -60.2% |
| *am* | *2,742* | *1,163* | *1,248* | *983* | *767* | *753* | *841* | *1,336* | 1,121 | *-57.6%* | *-54.5%* | *-64.2%* | *-72.0%* | *-72.5%* | *-69.3%* | *-51.3%* | -59.1% |
| *md* | *3,007* | *1,210* | *1,294* | *970* | *777* | *751* | *962* | *1,380* | 1,206 | *-59.8%* | *-57.0%* | *-67.7%* | *-74.2%* | *-75.0%* | *-68.0%* | *-54.1%* | -59.9% |
| *pm* | *2,280* | *1,008* | *1,130* | *990* | *610* | *607* | *814* | *1,020* | 1,151 | *-55.8%* | *-50.4%* | *-56.6%* | *-73.2%* | *-73.4%* | *-64.3%* | *-55.3%* | -49.5% |
| *nt* | *2,112* | *533* | *554* | *448* | *362* | *313* | *407* | *586* | 559 | *-74.8%* | *-73.8%* | *-78.8%* | *-82.9%* | *-85.2%* | *-80.7%* | *-72.3%* | -73.5% |
| Broadway | 34,340 | 29,214 | 29,590 | 28,539 | 26,644 | 26,387 | 27,354 | 28,641 | 28,646 | -14.9% | -13.8% | -16.9% | -22.4% | -23.2% | -20.3% | -16.6% | -16.6% |
| *am* | *8,486* | *7,413* | *7,356* | *7,314* | *6,655* | *6,584* | *6,769* | *7,238* | 7,197 | *-12.6%* | *-13.3%* | *-13.8%* | *-21.6%* | *-22.4%* | *-20.2%* | *-14.7%* | -15.2% |
| *md* | *9,086* | *7,245* | *7,487* | *7,070* | *6,345* | *6,246* | *6,738* | *7,205* | 7,243 | *-20.3%* | *-17.6%* | *-22.2%* | *-30.2%* | *-31.3%* | *-25.8%* | *-20.7%* | -20.3% |
| *pm* | *10,649* | *9,199* | *9,342* | *9,026* | *8,618* | *8,631* | *8,617* | *9,088* | 9,117 | *-13.6%* | *-12.3%* | *-15.2%* | *-19.1%* | *-19.0%* | *-19.1%* | *-14.7%* | -14.4% |
| *nt* | *6,119* | *5,357* | *5,405* | *5,129* | *5,026* | *4,926* | *5,230* | *5,110* | 5,089 | *-12.5%* | *-11.7%* | *-16.2%* | *-17.9%* | *-19.5%* | *-14.5%* | *-16.5%* | -16.8% |
| Amsterdam | 13,296 | 8,508 | 8,776 | 8,388 | 7,821 | 7,614 | 8,283 | 8,730 | 8,352 | -36.0% | -34.0% | -36.9% | -41.2% | -42.7% | -37.7% | -34.3% | -37.2% |
| *am* | *1,825* | *1,107* | *1,082* | *970* | *898* | *870* | *909* | *1,210* | 1,024 | *-39.3%* | *-40.7%* | *-46.8%* | *-50.8%* | *-52.3%* | *-50.2%* | *-33.7%* | -43.9% |
| *md* | *3,528* | *2,091* | *2,084* | *1,957* | *1,745* | *1,740* | *1,871* | *2,213* | 2,032 | *-40.7%* | *-40.9%* | *-44.5%* | *-50.5%* | *-50.7%* | *-47.0%* | *-37.3%* | -42.4% |
| *pm* | *6,075* | *4,241* | *4,587* | *4,265* | *3,860* | *3,814* | *4,185* | *4,193* | 4,245 | *-30.2%* | *-24.5%* | *-29.8%* | *-36.5%* | *-37.2%* | *-31.1%* | *-31.0%* | -30.1% |
| *nt* | *1,868* | *1,069* | *1,023* | *1,196* | *1,318* | *1,190* | *1,318* | *1,114* | 1,051 | *-42.8%* | *-45.2%* | *-36.0%* | *-29.4%* | *-36.3%* | *-29.4%* | *-40.4%* | -43.7% |
| Columbus Ave | 10,785 | 10,941 | 11,335 | 10,628 | 10,040 | 10,246 | 10,362 | 11,120 | 10,908 | 1.4% | 5.1% | -1.5% | -6.9% | -5.0% | -3.9% | 3.1% | 1.1% |
| *am* | *3,422* | *3,297* | *3,412* | *3,262* | *3,025* | *3,091* | *3,183* | *3,316* | 3,370 | *-3.7%* | *-0.3%* | *-4.7%* | *-11.6%* | *-9.7%* | *-7.0%* | *-3.1%* | -1.5% |
| *md* | *3,964* | *3,742* | *3,950* | *3,617* | *3,452* | *3,601* | *3,518* | *3,806* | 3,738 | *-5.6%* | *-0.4%* | *-8.8%* | *-12.9%* | *-9.2%* | *-11.3%* | *-4.0%* | -5.7% |
| *pm* | *1,968* | *1,979* | *2,017* | *1,840* | *1,766* | *1,786* | *1,859* | *1,953* | 1,827 | *0.6%* | *2.5%* | *-6.5%* | *-10.3%* | *-9.2%* | *-5.5%* | *-0.8%* | -7.2% |
| *nt* | *1,431* | *1,923* | *1,956* | *1,909* | *1,797* | *1,768* | *1,802* | *2,045* | 1,973 | *34.4%* | *36.7%* | *33.4%* | *25.6%* | *23.5%* | *25.9%* | *42.9%* | 37.9% |
| Eighth Avenue | 3,940 | 3,624 | 3,733 | 3,921 | 3,835 | 3,874 | 3,976 | 3,678 | 3,829 | -8.0% | -5.3% | -0.5% | -2.7% | -1.7% | 0.9% | -6.6% | -2.8% |
| *am* | *693* | *697* | *713* | *748* | *878* | *879* | *863* | *652* | 721 | *0.6%* | *2.9%* | *7.9%* | *26.7%* | *26.8%* | *24.5%* | *-5.9%* | 4.0% |
| *md* | *960* | *858* | *853* | *884* | *853* | *881* | *902* | *861* | 897 | *-10.6%* | *-11.1%* | *-7.9%* | *-11.1%* | *-8.2%* | *-6.0%* | *-10.3%* | -6.6% |
| *pm* | *1,468* | *1,248* | *1,314* | *1,365* | *1,235* | *1,236* | *1,277* | *1,292* | 1,363 | *-15.0%* | *-10.5%* | *-7.0%* | *-15.9%* | *-15.8%* | *-13.0%* | *-12.0%* | -7.2% |
| *nt* | *819* | *821* | *853* | *924* | *869* | *878* | *934* | *873* | 848 | *0.2%* | *4.2%* | *12.8%* | *6.1%* | *7.2%* | *14.0%* | *6.6%* | 3.5% |
| EAST AVENUES | 175,227 | 128,826 | 129,879 | 120,868 | 111,064 | 110,230 | 112,749 | 125,625 | 123,215 | -26.5% | -25.9% | -31.0% | -36.6% | -37.1% | -35.7% | -28.3% | -29.7% |
| Fifth Avenue | 13,688 | 10,357 | 10,635 | 9,866 | 9,084 | 8,954 | 9,305 | 10,313 | 10,071 | -24.3% | -22.3% | -27.9% | -33.6% | -34.6% | -32.0% | -24.7% | -26.4% |
| *am* | *4,262* | *3,688* | *3,718* | *3,606* | *3,340* | *3,250* | *3,382* | *3,603* | 3,510 | *-13.5%* | *-12.8%* | *-15.4%* | *-21.6%* | *-23.7%* | *-20.6%* | *-15.5%* | -17.6% |
| *md* | *5,324* | *3,600* | *3,749* | *3,492* | *3,075* | *3,091* | *3,237* | *3,668* | 3,526 | *-32.4%* | *-29.6%* | *-34.4%* | *-42.2%* | *-41.9%* | *-39.2%* | *-31.1%* | -33.8% |
| *pm* | *2,178* | *1,638* | *1,715* | *1,546* | *1,547* | *1,565* | *1,565* | *1,644* | 1,683 | *-24.8%* | *-21.3%* | *-29.0%* | *-29.0%* | *-28.1%* | *-28.1%* | *-24.5%* | -22.7% |
| *nt* | *1,924* | *1,431* | *1,453* | *1,222* | *1,122* | *1,048* | *1,121* | *1,398* | 1,352 | *-25.6%* | *-24.5%* | *-36.5%* | *-41.7%* | *-45.5%* | *-41.7%* | *-27.3%* | -29.7% |
| Madison Avenue | 4,135 | 3,557 | 3,673 | 3,532 | 3,361 | 3,329 | 3,451 | 3,574 | 3,558 | -14.0% | -11.2% | -14.6% | -18.7% | -19.5% | -16.5% | -13.6% | -14.0% |

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *am* | *504* | *478* | *483* | *475* | *467* | *466* | *471* | *473* | *493* | *-5.2%* | *-4.2%* | *-5.8%* | *-7.3%* | *-7.5%* | *-6.5%* | *-6.2%* | *-2.2%* |
| *md* | *933* | *894* | *888* | *878* | *882* | *876* | *877* | *881* | *859* | *-4.2%* | *-4.8%* | *-5.9%* | *-5.5%* | *-6.1%* | *-6.0%* | *-5.6%* | *-7.9%* |
| *pm* | *2,424* | *1,990* | *2,110* | *1,990* | *1,835* | *1,776* | *1,906* | *2,039* | *2,022* | *-17.9%* | *-13.0%* | *-17.9%* | *-24.3%* | *-26.7%* | *-21.4%* | *-15.9%* | *-16.6%* |
| *nt* | *274* | *195* | *192* | *189* | *177* | *211* | *197* | *181* | *184* | *-28.8%* | *-29.9%* | *-31.0%* | *-35.4%* | *-23.0%* | *-28.1%* | *-33.9%* | *-32.8%* |
| Park Avenue | 19,120 | 15,565 | 15,774 | 15,288 | 14,537 | 13,927 | 14,552 | 15,240 | *15,236* | -18.6% | -17.5% | -20.0% | -24.0% | -27.2% | -23.9% | -20.3% | *-20.3%* |
| *am* | *5,447* | *4,692* | *4,776* | *4,636* | *4,339* | *4,212* | *4,363* | *4,589* | *4,592* | *-13.9%* | *-12.3%* | *-14.9%* | *-20.3%* | *-22.7%* | *-19.9%* | *-15.8%* | *-15.7%* |
| *md* | *5,082* | *3,833* | *3,820* | *3,666* | *3,475* | *3,403* | *3,500* | *3,724* | *3,722* | *-24.6%* | *-24.8%* | *-27.9%* | *-31.6%* | *-33.0%* | *-31.1%* | *-26.7%* | *-26.8%* |
| *pm* | *5,339* | *4,419* | *4,465* | *4,384* | *4,323* | *4,085* | *4,172* | *4,322* | *4,404* | *-17.2%* | *-16.4%* | *-17.9%* | *-19.0%* | *-23.5%* | *-21.9%* | *-19.0%* | *-17.5%* |
| *nt* | *3,252* | *2,621* | *2,713* | *2,602* | *2,400* | *2,227* | *2,517* | *2,605* | *2,518* | *-19.4%* | *-16.6%* | *-20.0%* | *-26.2%* | *-31.5%* | *-22.6%* | *-19.9%* | *-22.5%* |
| Lexington Avenue | 12,954 | 9,343 | 9,394 | 8,438 | 7,528 | 7,611 | 7,613 | 9,448 | *8,366* | -27.9% | -27.5% | -34.9% | -41.9% | -41.2% | -41.2% | -27.1% | *-35.4%* |
| *am* | *4,078* | *2,531* | *2,615* | *2,444* | *2,237* | *2,173* | *2,294* | *2,566* | *2,457* | *-37.9%* | *-35.9%* | *-40.1%* | *-45.1%* | *-46.7%* | *-43.7%* | *-37.1%* | *-39.7%* |
| *md* | *4,945* | *4,249* | *4,113* | *3,683* | *3,003* | *3,158* | *2,998* | *4,397* | *3,278* | *-14.1%* | *-16.8%* | *-25.5%* | *-39.3%* | *-36.1%* | *-39.4%* | *-11.1%* | *-33.7%* |
| *pm* | *1,830* | *1,167* | *1,258* | *1,147* | *1,159* | *1,186* | *1,203* | *1,160* | *1,178* | *-36.2%* | *-31.3%* | *-37.3%* | *-36.7%* | *-35.2%* | *-34.3%* | *-36.6%* | *-35.6%* |
| *nt* | *2,101* | *1,396* | *1,408* | *1,164* | *1,129* | *1,094* | *1,118* | *1,325* | *1,453* | *-33.6%* | *-33.0%* | *-44.6%* | *-46.3%* | *-47.9%* | *-46.8%* | *-36.9%* | *-30.8%* |
| Third Avenue | 14,732 | 11,117 | 11,374 | 10,467 | 8,672 | 8,892 | 8,798 | 10,586 | *10,978* | -24.5% | -22.8% | -29.0% | -41.1% | -39.6% | -40.3% | -28.1% | *-25.5%* |
| *am* | *2,657* | *2,016* | *2,037* | *1,929* | *1,764* | *1,815* | *1,770* | *1,833* | *1,948* | *-24.1%* | *-23.3%* | *-27.4%* | *-33.6%* | *-31.7%* | *-33.4%* | *-31.0%* | *-26.7%* |
| *md* | *4,589* | *3,792* | *3,998* | *3,547* | *2,671* | *2,707* | *2,729* | *3,790* | *3,885* | *-17.4%* | *-12.9%* | *-22.7%* | *-41.8%* | *-41.0%* | *-40.5%* | *-17.4%* | *-15.3%* |
| *pm* | *5,105* | *3,847* | *3,867* | *3,545* | *2,998* | *3,072* | *3,015* | *3,547* | *3,602* | *-24.6%* | *-24.3%* | *-30.6%* | *-41.3%* | *-39.8%* | *-40.9%* | *-30.5%* | *-29.4%* |
| *nt* | *2,381* | *1,462* | *1,472* | *1,446* | *1,239* | *1,298* | *1,284* | *1,416* | *1,543* | *-38.6%* | *-38.2%* | *-39.3%* | *-48.0%* | *-45.5%* | *-46.1%* | *-40.5%* | *-35.2%* |
| Second Avenue | 40,494 | 21,084 | 20,913 | 18,165 | 15,893 | 15,843 | 16,747 | 18,875 | *19,326* | -47.9% | -48.4% | -55.1% | -60.8% | -60.9% | -58.6% | -53.4% | *-52.3%* |
| *am* | *9,631* | *6,535* | *6,568* | *6,140* | *5,685* | *5,698* | *5,921* | *5,890* | *6,040* | *-32.1%* | *-31.8%* | *-36.2%* | *-41.0%* | *-40.8%* | *-38.5%* | *-38.8%* | *-37.3%* |
| *md* | *11,156* | *6,460* | *6,568* | *5,419* | *4,417* | *4,545* | *4,685* | *6,186* | *6,608* | *-42.1%* | *-41.1%* | *-51.4%* | *-60.4%* | *-59.3%* | *-58.0%* | *-44.6%* | *-40.8%* |
| *pm* | *9,085* | *4,499* | *4,453* | *4,012* | *3,615* | *3,620* | *3,747* | *4,194* | *3,917* | *-50.5%* | *-51.0%* | *-55.8%* | *-60.2%* | *-60.2%* | *-58.8%* | *-53.8%* | *-56.9%* |
| *nt* | *10,622* | *3,590* | *3,324* | *2,594* | *2,176* | *1,980* | *2,394* | *2,605* | *2,761* | *-66.2%* | *-68.7%* | *-75.6%* | *-79.5%* | *-81.4%* | *-77.5%* | *-75.5%* | *-74.0%* |
| First Avenue | 6,164 | 5,765 | 6,078 | 5,871 | 5,663 | 5,308 | 5,736 | 5,937 | *5,760* | -6.5% | -1.4% | -4.8% | -8.1% | -13.9% | -6.9% | -3.7% | *-6.6%* |
| *am* | *2,202* | *1,993* | *2,014* | *1,952* | *1,867* | *1,844* | *1,911* | *1,987* | *1,952* | *-9.5%* | *-8.5%* | *-11.4%* | *-15.2%* | *-16.3%* | *-13.2%* | *-9.8%* | *-11.4%* |
| *md* | *1,430* | *1,601* | *1,640* | *1,585* | *1,564* | *1,496* | *1,561* | *1,640* | *1,589* | *12.0%* | *14.7%* | *10.8%* | *9.4%* | *4.6%* | *9.2%* | *14.7%* | *11.1%* |
| *pm* | *1,755* | *1,488* | *1,774* | *1,733* | *1,641* | *1,417* | *1,635* | *1,622* | *1,564* | *-15.2%* | *1.1%* | *-1.3%* | *-6.5%* | *-19.3%* | *-6.8%* | *-7.6%* | *-10.9%* |
| *nt* | *777* | *683* | *650* | *601* | *591* | *551* | *629* | *688* | *655* | *-12.1%* | *-16.3%* | *-22.7%* | *-23.9%* | *-29.1%* | *-19.0%* | *-11.5%* | *-15.7%* |
| York Avenue | 23,130 | 14,003 | 13,978 | 13,323 | 11,794 | 12,032 | 12,062 | 13,801 | *13,062* | -39.5% | -39.6% | -42.4% | -49.0% | -48.0% | -47.9% | -40.3% | *-43.5%* |
| *am* | *4,535* | *2,600* | *2,627* | *2,392* | *2,200* | *2,157* | *2,098* | *2,448* | *2,372* | *-42.7%* | *-42.1%* | *-47.3%* | *-51.5%* | *-52.4%* | *-53.7%* | *-46.0%* | *-47.7%* |
| *md* | *7,308* | *4,514* | *4,721* | *4,475* | *3,785* | *3,805* | *4,073* | *4,507* | *4,331* | *-38.2%* | *-35.4%* | *-38.8%* | *-48.2%* | *-47.9%* | *-44.3%* | *-38.3%* | *-40.7%* |
| *pm* | *4,177* | *2,440* | *2,269* | *2,018* | *1,855* | *1,999* | *1,915* | *2,474* | *2,109* | *-41.6%* | *-45.7%* | *-51.7%* | *-55.6%* | *-52.1%* | *-54.2%* | *-40.8%* | *-49.5%* |
| *nt* | *7,110* | *4,449* | *4,361* | *4,438* | *3,954* | *4,071* | *3,976* | *4,372* | *4,250* | *-37.4%* | *-38.7%* | *-37.6%* | *-44.4%* | *-42.7%* | *-44.1%* | *-38.5%* | *-40.2%* |
| Ed Koch Queensboro Ramp | 40,810 | 38,035 | 38,060 | 35,918 | 34,532 | 34,334 | 34,485 | 37,851 | *36,858* | -6.8% | -6.7% | -12.0% | -15.4% | -15.9% | -15.5% | -7.3% | *-9.7%* |
| *am* | *8,172* | *6,250* | *6,294* | *6,108* | *6,041* | *5,972* | *6,002* | *6,237* | *6,250* | *-23.5%* | *-23.0%* | *-25.3%* | *-26.1%* | *-26.9%* | *-26.6%* | *-23.7%* | *-23.5%* |
| *md* | *15,526* | *13,262* | *13,453* | *12,756* | *11,677* | *11,523* | *11,669* | *13,353* | *12,870* | *-14.6%* | *-13.4%* | *-17.8%* | *-24.8%* | *-25.8%* | *-24.8%* | *-14.0%* | *-17.1%* |
| *pm* | *8,411* | *6,202* | *6,105* | *5,628* | *5,493* | *5,540* | *5,655* | *6,103* | *5,904* | *-26.3%* | *-27.4%* | *-33.1%* | *-34.7%* | *-34.1%* | *-32.8%* | *-27.4%* | *-29.8%* |
| *nt* | *8,701* | *12,321* | *12,208* | *11,426* | *11,321* | *11,299* | *11,159* | *12,158* | *11,834* | *41.6%* | *40.3%* | *31.3%* | *30.1%* | *29.9%* | *28.2%* | *39.7%* | *36.0%* |
| Queens | 291,091 | 253,735 | 252,884 | 253,353 | 254,874 | 253,653 | 255,827 | 248,183 | *249,488* | -12.8% | -13.1% | -13.0% | -12.4% | -12.9% | -12.1% | -14.7% | *-14.3%* |
| Inbound | 154,348 | 138,824 | 138,730 | 142,997 | 147,894 | 147,558 | 148,430 | 136,884 | *138,699* | -10.1% | -10.1% | -7.4% | -4.2% | -4.4% | -3.8% | -11.3% | *-10.1%* |
| Outbound | 136,738 | 114,904 | 114,147 | 110,352 | 106,975 | 106,091 | 107,391 | 111,295 | *110,789* | -16.0% | -16.5% | -19.3% | -21.8% | -22.4% | -21.5% | -18.6% | *-19.0%* |
| Ed Koch Queensboro Bridge | 197,846 | 166,725 | 165,822 | 148,303 | 141,166 | 139,726 | 140,873 | 161,957 | *155,450* | -15.7% | -16.2% | -25.0% | -28.6% | -29.4% | -28.8% | -18.1% | *-21.4%* |
| *am* | *42,221* | *36,712* | *36,676* | *33,980* | *32,041* | *31,626* | *31,820* | *35,481* | *34,542* | *-13.0%* | *-13.1%* | *-19.5%* | *-24.1%* | *-25.1%* | *-24.6%* | *-16.0%* | *-18.2%* |
| *md* | *62,631* | *52,936* | *53,021* | *50,245* | *47,626* | *47,231* | *47,633* | *51,650* | *50,593* | *-15.5%* | *-15.3%* | *-19.8%* | *-24.0%* | *-24.6%* | *-23.9%* | *-17.5%* | *-19.2%* |
| *pm* | *42,940* | *34,959* | *34,766* | *31,385* | *30,046* | *29,768* | *30,328* | *34,205* | *32,264* | *-18.6%* | *-19.0%* | *-26.9%* | *-30.0%* | *-30.7%* | *-29.4%* | *-20.3%* | *-24.9%* |
| *nt* | *50,054* | *42,118* | *41,359* | *32,693* | *31,453* | *31,101* | *31,092* | *40,621* | *38,051* | *-15.9%* | *-17.4%* | *-34.7%* | *-37.2%* | *-37.9%* | *-37.9%* | *-18.8%* | *-24.0%* |
| Queens-Midtown Tunnel | 93,245 | 87,010 | 87,062 | 105,050 | 113,708 | 113,927 | 114,954 | 86,226 | *94,038* | -6.7% | -6.6% | 12.7% | 21.9% | 22.2% | 23.3% | -7.5% | *0.9%* |
| *am* | *21,318* | *20,294* | *20,323* | *22,461* | *24,206* | *24,031* | *24,399* | *20,241* | *21,835* | *-4.8%* | *-4.7%* | *5.4%* | *13.5%* | *12.7%* | *14.5%* | *-5.1%* | *2.4%* |
| *md* | *32,800* | *30,994* | *31,149* | *33,041* | *34,751* | *34,679* | *35,178* | *30,774* | *32,304* | *-5.5%* | *-5.0%* | *0.7%* | *5.9%* | *5.7%* | *7.3%* | *-6.2%* | *-1.5%* |
| *pm* | *22,094* | *20,087* | *20,082* | *23,055* | *24,200* | *24,066* | *24,167* | *19,888* | *22,158* | *-9.1%* | *-9.1%* | *4.3%* | *9.5%* | *8.9%* | *9.4%* | *-10.0%* | *0.3%* |
| *nt* | *17,033* | *15,635* | *15,508* | *26,493* | *30,551* | *31,151* | *31,210* | *15,323* | *17,741* | *-8.2%* | *-9.0%* | *55.5%* | *79.4%* | *82.9%* | *83.2%* | *-10.0%* | *4.2%* |
| Brooklyn | 408,468 | 365,716 | 367,350 | 351,031 | 330,025 | 325,233 | 330,740 | 358,827 | *356,381* | -10.5% | -10.1% | -14.1% | -19.2% | -20.4% | -19.0% | *-12.2%* | *-12.7%* |
| Inbound | 192,604 | 172,530 | 173,247 | 159,307 | 143,498 | 141,693 | 143,711 | 169,120 | *165,715* | -10.4% | -10.1% | -17.3% | -25.5% | -26.4% | -25.4% | *-12.2%* | *-14.0%* |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| Outbound | 215,854 | 193,179 | 194,093 | 191,710 | 186,518 | 183,531 | 187,019 | 189,699 | *190,666* | -10.5% | -10.1% | -11.2% | -13.6% | -15.0% | -13.4% | -12.1% | *-11.7%* |
| Williamsburg Bridge | 133,193 | 111,152 | 111,231 | 103,933 | 93,227 | 91,002 | 93,740 | 108,000 | *107,226* | -16.5% | -16.5% | -22.0% | -30.0% | -31.7% | -29.6% | -18.9% | *-19.5%* |
| *am* | *28,657* | *23,603* | *23,402* | *22,828* | *21,703* | *21,184* | *21,445* | *23,086* | *23,026* | *-17.6%* | *-18.3%* | *-20.3%* | *-24.3%* | *-26.1%* | *-25.2%* | *-19.4%* | *-19.6%* |
| *md* | *37,751* | *31,457* | *31,715* | *30,384* | *28,285* | *27,954* | *28,793* | *30,496* | *30,695* | *-16.7%* | *-16.0%* | *-19.5%* | *-25.1%* | *-26.0%* | *-23.7%* | *-19.2%* | *-18.7%* |
| *pm* | *32,592* | *28,375* | *28,569* | *27,062* | *24,497* | *24,023* | *24,458* | *27,939* | *27,412* | *-12.9%* | *-12.3%* | *-17.0%* | *-24.8%* | *-26.3%* | *-25.0%* | *-14.3%* | *-15.9%* |
| *nt* | *34,193* | *27,717* | *27,545* | *23,659* | *18,742* | *17,841* | *19,044* | *26,479* | *26,093* | *-18.9%* | *-19.4%* | *-30.8%* | *-45.2%* | *-47.8%* | *-44.3%* | *-22.6%* | *-23.7%* |
| Manhattan Bridge | 89,149 | 69,587 | 69,972 | 57,934 | 44,967 | 42,409 | 44,757 | 67,431 | *63,541* | -21.9% | -21.5% | -35.0% | -49.6% | -52.4% | -49.8% | -24.4% | *-28.7%* |
| *am* | *24,240* | *19,181* | *19,463* | *16,306* | *12,866* | *12,271* | *12,375* | *18,619* | *17,014* | *-20.9%* | *-19.7%* | *-32.7%* | *-46.9%* | *-49.4%* | *-48.9%* | *-23.2%* | *-29.8%* |
| *md* | *24,873* | *20,349* | *20,465* | *17,550* | *12,633* | *12,068* | *13,529* | *19,843* | *18,735* | *-18.2%* | *-17.7%* | *-29.4%* | *-49.2%* | *-51.5%* | *-45.6%* | *-20.2%* | *-24.7%* |
| *pm* | *21,682* | *16,501* | *16,605* | *13,896* | *10,852* | *10,144* | *10,448* | *15,847* | *14,473* | *-23.9%* | *-23.4%* | *-35.9%* | *-49.9%* | *-53.2%* | *-51.8%* | *-26.9%* | *-33.2%* |
| *nt* | *18,354* | *13,556* | *13,439* | *10,182* | *8,616* | *7,926* | *8,405* | *13,122* | *13,319* | *-26.1%* | *-26.8%* | *-44.5%* | *-53.1%* | *-56.8%* | *-54.2%* | *-28.5%* | *-27.4%* |
| Brooklyn Bridge | 123,306 | 120,792 | 121,064 | 115,635 | 109,739 | 109,409 | 109,590 | 120,164 | *118,268* | -2.0% | -1.8% | -6.2% | -11.0% | -11.3% | -11.1% | -2.5% | *-4.1%* |
| *am* | *26,213* | *25,670* | *25,654* | *24,973* | *24,514* | *24,414* | *24,590* | *25,498* | *25,155* | *-2.1%* | *-2.1%* | *-4.7%* | *-6.5%* | *-6.9%* | *-6.2%* | *-2.7%* | *-4.0%* |
| *md* | *34,357* | *33,511* | *33,801* | *32,465* | *31,177* | *31,323* | *31,190* | *33,385* | *32,725* | *-2.5%* | *-1.6%* | *-5.5%* | *-9.3%* | *-8.8%* | *-9.2%* | *-2.8%* | *-4.7%* |
| *pm* | *27,393* | *26,147* | *26,223* | *25,070* | *24,595* | *24,477* | *24,521* | *26,020* | *25,391* | *-4.5%* | *-4.3%* | *-8.5%* | *-10.2%* | *-10.6%* | *-10.5%* | *-5.0%* | *-7.3%* |
| *nt* | *35,343* | *35,464* | *35,386* | *33,127* | *29,453* | *29,195* | *29,289* | *35,261* | *34,997* | *0.3%* | *0.1%* | *-6.3%* | *-16.7%* | *-17.4%* | *-17.1%* | *-0.2%* | *-1.0%* |
| Hugh Carey Tunnel | 62,820 | 64,185 | 65,083 | 73,529 | 82,092 | 82,413 | 82,653 | 63,232 | *67,346* | 2.2% | 3.6% | 17.0% | 30.7% | 31.2% | 31.6% | 0.7% | *7.2%* |
| *am* | *17,654* | *18,302* | *18,449* | *19,366* | *20,680* | *20,680* | *20,734* | *18,011* | *19,200* | *3.7%* | *4.5%* | *9.7%* | *17.1%* | *17.1%* | *17.4%* | *2.0%* | *8.8%* |
| *md* | *20,946* | *20,546* | *20,963* | *22,234* | *24,001* | *24,044* | *24,374* | *20,168* | *21,788* | *-1.9%* | *0.1%* | *6.1%* | *14.6%* | *14.8%* | *16.4%* | *-3.7%* | *4.0%* |
| *pm* | *19,208* | *19,230* | *19,455* | *21,136* | *22,606* | *22,545* | *22,662* | *18,859* | *20,198* | *0.1%* | *1.3%* | *10.0%* | *17.7%* | *17.4%* | *18.0%* | *-1.8%* | *5.2%* |
| *nt* | *5,012* | *6,107* | *6,216* | *10,793* | *14,805* | *15,144* | *14,883* | *6,194* | *6,160* | *21.8%* | *24.0%* | *115.3%* | *195.4%* | *202.2%* | *196.9%* | *23.6%* | *22.9%* |
| New Jersey | 231,655 | 200,038 | 198,343 | 203,377 | 207,027 | 200,911 | 206,241 | 193,082 | *195,681* | -13.6% | -14.4% | -12.2% | -10.6% | -13.3% | -11.0% | -16.7% | *-15.5%* |
| Inbound | 114,867 | 100,060 | 99,252 | 107,304 | 113,390 | 109,619 | 112,875 | 96,443 | *100,473* | -12.9% | -13.6% | -6.6% | -1.3% | -4.6% | -1.7% | -16.0% | *-12.5%* |
| Outbound | 116,785 | 99,973 | 99,088 | 96,070 | 93,634 | 91,291 | 93,364 | 96,635 | *95,208* | -14.4% | -15.2% | -17.7% | -19.8% | -21.8% | -20.1% | -17.3% | *-18.5%* |
| Holland Tunnel | 112,293 | 98,676 | 97,801 | 98,923 | 97,997 | 95,322 | 97,637 | 94,418 | *95,630* | -12.1% | -12.9% | -11.9% | -12.7% | -15.1% | -13.1% | -15.9% | *-14.8%* |
| *am* | *24,403* | *22,357* | *22,225* | *22,221* | *22,072* | *21,685* | *21,709* | *21,681* | *21,867* | *-8.4%* | *-8.9%* | *-8.9%* | *-9.6%* | *-11.1%* | *-11.0%* | *-11.2%* | *-10.4%* |
| *md* | *30,664* | *26,921* | *26,656* | *26,726* | *26,521* | *25,498* | *26,919* | *26,141* | *25,952* | *-12.2%* | *-13.1%* | *-12.8%* | *-13.5%* | *-16.8%* | *-12.2%* | *-14.8%* | *-15.4%* |
| *pm* | *24,319* | *21,872* | *21,729* | *21,790* | *21,856* | *21,047* | *21,114* | *21,160* | *21,210* | *-10.1%* | *-10.7%* | *-10.4%* | *-10.1%* | *-13.5%* | *-13.2%* | *-13.0%* | *-12.8%* |
| *nt* | *32,907* | *27,526* | *27,191* | *28,186* | *27,548* | *27,092* | *27,895* | *25,436* | *26,601* | *-16.4%* | *-17.4%* | *-14.3%* | *-16.3%* | *-17.7%* | *-15.2%* | *-22.7%* | *-19.2%* |
| Lincoln Tunnel | 119,362 | 101,362 | 100,542 | 104,454 | 109,030 | 105,589 | 108,604 | 98,664 | *100,051* | -15.1% | -15.8% | -12.5% | -8.7% | *-11.5%* | -9.0% | -17.3% | *-16.2%* |
| *am* | *25,320* | *23,616* | *23,552* | *24,101* | *24,429* | *24,076* | *23,987* | *23,045* | *23,595* | *-6.7%* | *-7.0%* | *-4.8%* | *-3.5%* | *-4.9%* | *-5.3%* | *-9.0%* | *-6.8%* |
| *md* | *35,984* | *30,238* | *29,793* | *30,254* | *30,590* | *29,902* | *31,337* | *29,419* | *29,555* | *-16.0%* | *-17.2%* | *-15.9%* | *-15.0%* | *-16.9%* | *-12.9%* | *-18.2%* | *-17.9%* |
| *pm* | *26,762* | *23,685* | *23,679* | *23,597* | *23,506* | *22,830* | *22,925* | *23,049* | *23,146* | *-11.5%* | *-11.5%* | *-11.8%* | *-12.2%* | *-14.7%* | *-14.3%* | *-13.9%* | *-13.5%* |
| *nt* | *31,296* | *23,823* | *23,518* | *26,502* | *30,505* | *28,781* | *30,355* | *23,151* | *23,755* | *-23.9%* | *-24.9%* | *-15.3%* | *-2.5%* | *-8.0%* | *-3.0%* | *-26.0%* | *-24.1%* |

Final EA Appendix 4A2, Table 4A.2-10. Summary – Vehicle-Miles Traveled (2045) – with Adopted Toll Structure Added

| | Daily VMT | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **Adopted Toll Structure** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **Adopted Toll Structure** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Manhattan CBD** | **3,402,711** | **3,173,972** | **3,199,881** | **3,156,249** | **3,117,142** | **3,106,570** | **3,147,541** | **3,144,017** | **3,144,178** | **-6.7%** | **-6.0%** | **-7.2%** | **-8.4%** | **-8.7%** | **-7.5%** | **-7.6%** | **-7.6%** |
| | | | | | | | | | | | | | | | | | |
| **New York City** | **49,748,914** | **49,306,506** | **49,361,708** | **49,206,260** | **48,917,855** | **48,908,967** | **49,014,661** | **49,271,140** | **49,268,271** | **-0.9%** | **-0.8%** | **-1.1%** | **-1.7%** | **-1.7%** | **-1.5%** | **-1.0%** | **-1.0%** |
| Manhattan CBD | 3,402,711 | 3,173,972 | 3,199,881 | 3,156,249 | 3,117,142 | 3,106,570 | 3,147,541 | 3,144,017 | **3,144,178** | -6.7% | -6.0% | -7.2% | -8.4% | -8.7% | -7.5% | -7.6% | -7.6% |
| CBD Core | 1,262,019 | 1,211,069 | 1,219,101 | 1,222,077 | 1,236,236 | 1,230,340 | 1,246,015 | 1,197,152 | 1,201,489 | -4.0% | -3.4% | -3.2% | -2.0% | -2.5% | -1.3% | -5.1% | -4.8% |
| Peripheral Highways (south of 60th Street; excluded from the toll) | 2,140,692 | 1,962,903 | 1,980,780 | 1,934,172 | 1,880,906 | 1,876,230 | 1,901,526 | 1,946,865 | 1,942,689 | -8.3% | -7.5% | -9.6% | -12.1% | -12.4% | -11.2% | -9.1% | -9.2% |
| *RT9A - S of 60th* | *647,671* | *554,316* | *562,018* | *528,271* | *500,214* | *499,855* | *509,900* | *550,459* | 540,705 | *-14.4%* | *-13.2%* | *-18.4%* | *-22.8%* | *-22.8%* | *-21.3%* | *-15.0%* | -16.5% |
| *FDR - S of 60th* | *758,659* | *760,056* | *770,395* | *754,497* | *733,879* | *739,383* | *743,921* | *763,263* | 762,556 | *0.2%* | *1.5%* | *-0.5%* | *-3.3%* | *-2.5%* | *-1.9%* | *0.6%* | 0.5% |
| *Bridge & Tunnels - S of 60th** | *734,362* | *648,531* | *648,367* | *651,404* | *646,813* | *636,992* | *647,705* | *633,143* | 639,428 | *-11.7%* | *-11.7%* | *-11.3%* | *-11.9%* | *-13.3%* | *-11.8%* | *-13.8%* | -12.9% |
| Zone 1 | 2,349,929 | 2,195,311 | 2,199,825 | 2,155,278 | 2,113,309 | 2,104,806 | 2,123,309 | 2,173,895 | **2,170,252** | -6.6% | -6.4% | -8.3% | -10.1% | -10.4% | -9.6% | -7.5% | -7.6% |
| Manhattan: 60th St - 82nd St | 691,669 | 619,654 | 625,994 | 609,607 | 588,882 | 587,032 | 597,706 | 615,867 | 614,392 | -10.4% | -9.5% | -11.9% | -14.9% | -15.1% | -13.6% | -11.0% | -11.2% |
| Long Island City | 700,142 | 652,642 | 650,449 | 648,608 | 652,055 | 649,766 | 653,025 | 642,138 | 644,414 | -6.8% | -7.1% | -7.4% | -6.9% | -7.2% | -6.7% | -8.3% | -8.0% |
| Downtown Brooklyn | 530,763 | 515,559 | 515,095 | 495,020 | 479,948 | 477,863 | 479,718 | 511,255 | 506,463 | -2.9% | -3.0% | -6.7% | -9.6% | -10.0% | -9.6% | -3.7% | -4.6% |
| Williamsburg | 427,355 | 407,456 | 408,287 | 402,043 | 392,424 | 390,145 | 392,860 | 404,635 | 404,983 | -4.7% | -4.5% | -5.9% | -8.2% | -8.7% | -8.1% | -5.3% | -5.2% |
| Zone 2 | 7,142,863 | 7,086,769 | 7,098,540 | 7,060,838 | 7,013,071 | 7,012,113 | 7,032,663 | 7,083,658 | **7,076,967** | -0.8% | -0.6% | -1.1% | -1.8% | -1.8% | -1.5% | -0.8% | -0.9% |
| Manhattan: 82nd St - 126th St | 1,812,034 | 1,776,710 | 1,791,117 | 1,769,374 | 1,739,044 | 1,735,671 | 1,749,819 | 1,786,850 | 1,776,647 | -1.9% | -1.2% | -2.4% | -4.0% | -4.2% | -3.4% | -1.4% | -2.0% |
| Inner Brooklyn | 2,542,834 | 2,523,392 | 2,524,419 | 2,502,611 | 2,492,284 | 2,490,072 | 2,492,966 | 2,511,791 | 2,514,023 | -0.8% | -0.7% | -1.6% | -2.0% | -2.1% | -2.0% | -1.2% | -1.1% |
| Inner Queens | 2,787,995 | 2,786,667 | 2,783,004 | 2,788,853 | 2,781,743 | 2,786,370 | 2,789,878 | 2,785,017 | 2,786,297 | 0.0% | -0.2% | 0.0% | -0.2% | -0.1% | 0.1% | -0.1% | -0.1% |
| Zone 3 | 36,853,411 | 36,850,454 | 36,863,462 | 36,833,895 | 36,674,333 | 36,685,478 | 36,711,148 | 36,869,570 | **36,876,874** | 0.0% | 0.0% | -0.1% | -0.5% | -0.5% | -0.4% | 0.0% | 0.1% |
| Upper Manhattan: Above 126th St | 1,809,655 | 1,803,988 | 1,807,284 | 1,789,372 | 1,763,748 | 1,755,041 | 1,767,328 | 1,806,866 | 1,795,520 | -0.3% | -0.1% | -1.1% | -2.5% | -3.0% | -2.3% | -0.2% | -0.8% |
| Outer Brooklyn | 6,926,352 | 6,930,342 | 6,934,043 | 6,925,110 | 6,896,220 | 6,900,201 | 6,894,299 | 6,923,525 | 6,954,215 | 0.1% | 0.1% | 0.0% | -0.4% | -0.4% | -0.5% | 0.0% | 0.4% |
| Outer Queens | 15,879,972 | 15,790,320 | 15,792,442 | 15,789,011 | 15,733,285 | 15,740,134 | 15,760,898 | 15,782,430 | 15,790,667 | -0.6% | -0.6% | -0.6% | -0.9% | -0.9% | -0.7% | -0.6% | -0.6% |
| Staten Island | 4,158,480 | 4,235,660 | 4,234,612 | 4,246,527 | 4,227,463 | 4,242,170 | 4,224,254 | 4,252,251 | 4,263,880 | 1.9% | 1.8% | 2.1% | 1.7% | 2.0% | 1.6% | 2.3% | 2.5% |
| Bronx | 8,078,952 | 8,090,144 | 8,095,081 | 8,083,875 | 8,053,617 | 8,047,932 | 8,064,369 | 8,104,498 | 8,072,592 | 0.1% | 0.2% | 0.1% | -0.3% | -0.4% | -0.2% | 0.3% | -0.1% |
| | | | | | | | | | | | | | | | | | |
| New York State | 134,186,361 | 133,549,102 | 133,603,123 | 133,407,441 | 133,011,541 | 132,941,187 | 133,056,675 | 133,576,575 | 133,442,057 | -0.5% | -0.4% | -0.6% | -0.9% | -0.9% | -0.8% | -0.5% | **-0.6%** |
| New York City | 49,748,914 | 49,306,506 | 49,361,708 | 49,206,260 | 48,917,855 | 48,908,967 | 49,014,661 | 49,271,140 | 49,268,271 | -0.9% | -0.8% | -1.1% | -1.7% | -1.7% | -1.5% | -1.0% | **-1.0%** |
| Long Island | 46,813,526 | 46,752,292 | 46,709,696 | 46,716,462 | 46,732,209 | 46,699,238 | 46,688,529 | 46,757,385 | 46,716,446 | -0.1% | -0.2% | -0.2% | -0.2% | -0.2% | -0.3% | -0.1% | **-0.2%** |
| Upstate | 37,623,921 | 37,490,304 | 37,531,719 | 37,484,719 | 37,361,477 | 37,332,982 | 37,353,485 | 37,548,050 | 37,457,340 | -0.4% | -0.2% | -0.4% | -0.7% | -0.8% | -0.7% | -0.2% | **-0.4%** |
| Connecticut | 35,063,470 | 35,045,234 | 35,006,855 | 35,042,347 | 35,004,182 | 35,002,445 | 34,998,648 | 35,059,459 | 35,027,864 | -0.1% | -0.2% | -0.1% | -0.2% | -0.2% | -0.2% | 0.0% | **-0.1%** |
| New Jersey | 107,907,842 | 107,914,688 | 107,948,940 | 108,040,676 | 107,970,946 | 107,950,075 | 108,024,196 | 107,882,082 | 107,815,533 | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% | **-0.1%** |
| **Total** | **277,157,673** | **276,509,024** | **276,558,918** | **276,490,464** | **275,986,669** | **275,893,707** | **276,079,519** | **276,518,116** | **276,285,454** | **-0.2%** | **-0.2%** | **-0.2%** | **-0.4%** | **-0.5%** | **-0.4%** | **-0.2%** | **-0.3%** |

Final EA Appendix 4A2, Table 4A.2-11. Transit Boardings by Mode (2045) – with Adopted Toll Structure Added

| | Transit Boardings (AM Period) | | | | | | | | | Change | | | | | | | Percent Change | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | Scenario | | | | | | | | | Scenario | | | | | | | Scenario | | | | | | | | |
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Total Volume** | **7,101,708** | **7,191,188** | **7,182,951** | **7,197,443** | **7,216,330** | **7,225,106** | **7,219,657** | **7,191,067** | **7,168,329** | **89,480** | **81,243** | **95,736** | **114,623** | **123,398** | **117,950** | **89,359** | **66,622** | **1.3%** | **1.1%** | **1.3%** | **1.6%** | **1.7%** | **1.7%** | **1.3%** | **0.9%** |
| **Commuter Rail** | **566,907** | **571,260** | **571,647** | **572,767** | **575,243** | **575,759** | **575,844** | **571,840** | **571,566** | **4,353** | **4,740** | **5,859** | **8,336** | **8,852** | **8,937** | **4,932** | **4,659** | **0.8%** | **0.8%** | **1.0%** | **1.5%** | **1.6%** | **1.6%** | **0.9%** | **0.8%** |
| Long Island Rail Road | 182,379 | 183,350 | 183,968 | 183,855 | 184,739 | 184,062 | 184,856 | 183,867 | 183,907 | 971 | 1,589 | 1,476 | 2,360 | 1,684 | 2,477 | 1,488 | 1,528 | 0.5% | 0.9% | 0.8% | 1.3% | 0.9% | 1.4% | 0.8% | 0.8% |
| Metro-North Railroad | 206,505 | 208,301 | 208,346 | 208,583 | 209,623 | 210,064 | 210,407 | 208,441 | 208,784 | 1,796 | 1,841 | 2,079 | 3,118 | 3,559 | 3,902 | 1,936 | 2,279 | 0.9% | 0.9% | 1.0% | 1.5% | 1.7% | 1.9% | 0.9% | 1.1% |
| New Jersey Transit Rail | 178,024 | 179,609 | 179,334 | 180,329 | 180,881 | 181,634 | 180,582 | 179,532 | 178,875 | 1,585 | 1,310 | 2,305 | 2,857 | 3,610 | 2,558 | 1,508 | 851 | 0.9% | 0.7% | 1.3% | 1.6% | 2.0% | 1.4% | 0.8% | 0.5% |
| **Urban Rail** | **3,517,783** | **3,569,779** | **3,566,213** | **3,572,869** | **3,582,744** | **3,589,853** | **3,585,948** | **3,571,053** | **3,551,694** | **51,996** | **48,429** | **55,086** | **64,961** | **72,069** | **68,164** | **53,270** | **33,911** | **1.5%** | **1.4%** | **1.6%** | **1.8%** | **2.0%** | **1.9%** | **1.5%** | **1.0%** |
| NYCT Subway | 3,344,746 | 3,394,538 | 3,390,882 | 3,397,112 | 3,406,542 | 3,413,503 | 3,409,708 | 3,395,715 | 3,377,114 | 49,792 | 46,137 | 52,366 | 61,796 | 68,757 | 64,962 | 50,969 | 32,368 | 1.5% | 1.4% | 1.6% | 1.8% | 2.1% | 1.9% | 1.5% | 1.0% |
| PATH | 160,294 | 161,896 | 162,044 | 162,348 | 162,744 | 162,808 | 162,830 | 162,030 | 161,365 | 1,601 | 1,750 | 2,054 | 2,450 | 2,514 | 2,536 | 1,736 | 1,071 | 1.0% | 1.1% | 1.3% | 1.5% | 1.6% | 1.6% | 1.1% | 0.7% |
| SIRR | 12,743 | 13,346 | 13,286 | 13,410 | 13,459 | 13,541 | 13,409 | 13,308 | 13,215 | 603 | 543 | 667 | 715 | 798 | 666 | 565 | 472 | 4.7% | 4.3% | 5.2% | 5.6% | 6.3% | 5.2% | 4.4% | 3.7% |
| **Bus** | **2,958,355** | **2,990,052** | **2,985,085** | **2,991,551** | **2,997,749** | **2,998,714** | **2,997,421** | **2,988,399** | **2,985,223** | **31,697** | **26,730** | **33,197** | **39,395** | **40,359** | **39,066** | **30,044** | **26,869** | **1.1%** | **0.9%** | **1.1%** | **1.3%** | **1.4%** | **1.3%** | **1.0%** | **0.9%** |
| NYCT Bus | 2,182,751 | 2,209,043 | 2,206,110 | 2,211,296 | 2,215,888 | 2,217,583 | 2,214,448 | 2,210,288 | 2,205,960 | 26,292 | 23,358 | 28,544 | 33,136 | 34,831 | 31,697 | 27,537 | 23,208 | 1.2% | 1.1% | 1.3% | 1.5% | 1.6% | 1.5% | 1.3% | 1.1% |
| NJT Bus | 562,497 | 567,619 | 566,723 | 567,631 | 567,841 | 568,634 | 569,748 | 566,447 | 567,336 | 5,122 | 4,225 | 5,134 | 5,344 | 6,137 | 7,251 | 3,950 | 4,838 | 0.9% | 0.8% | 0.9% | 1.0% | 1.1% | 1.3% | 0.7% | 0.9% |
| Others | 213,106 | 213,389 | 212,253 | 212,625 | 214,021 | 212,497 | 213,224 | 211,664 | 211,928 | 283 | -853 | -481 | 915 | -609 | 118 | -1,442 | -1,178 | 0.1% | -0.4% | -0.2% | 0.4% | -0.3% | 0.1% | -0.7% | -0.6% |
| **Other Transit** | **58,663** | **60,097** | **60,006** | **60,256** | **60,594** | **60,780** | **60,444** | **59,775** | **59,846** | **1,435** | **1,343** | **1,594** | **1,931** | **2,117** | **1,782** | **1,113** | **1,184** | **2.4%** | **2.3%** | **2.7%** | **3.3%** | **3.6%** | **3.0%** | **1.9%** | **2.0%** |
| Ferries | 58,663 | 60,097 | 60,006 | 60,256 | 60,594 | 60,780 | 60,444 | 59,775 | 59,846 | 1,435 | 1,343 | 1,594 | 1,931 | 2,117 | 1,782 | 1,113 | 1,184 | 2.4% | 2.3% | 2.7% | 3.3% | 3.6% | 3.0% | 1.9% | 2.0% |
| Roosevelt Tram | 195 | 202 | 201 | 202 | 203 | 204 | 204 | 206 | 206 | 6 | 6 | 7 | 7 | 9 | 9 | 10 | 11 | 3.3% | 2.9% | 3.4% | 3.8% | 4.8% | 4.5% | 5.4% | 5.7% |

Final EA Appendix 4A2, Table 4A.2-12. Cordon Volumes by Station/Route (2045) – with Adopted Toll Structure Added

| | Cordon Volumes (AM Peak Period) | | | | | | | | | Change | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Commuter Rail** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 309,638 | 313,033 | 312,689 | 313,316 | 315,353 | 315,608 | 314,947 | 313,359 | 313,345 | 3,395 | 3,051 | 3,678 | 5,715 | 5,970 | 5,308 | 3,721 | 3,707 | 1.1% | 1.0% | 1.2% | 1.8% | 1.9% | 1.7% | 1.2% | 1.2% |
| Long Island Rail Road (Penn Station) | 72,372 | 73,202 | 73,362 | 73,243 | 73,570 | 73,493 | 73,654 | 73,388 | 73,403 | 830 | 990 | 872 | 1,199 | 1,121 | 1,283 | 1,016 | 1,031 | 1.1% | 1.4% | 1.2% | 1.7% | 1.5% | 1.8% | 1.4% | 1.4% |
| Long Island Rail Road (Grand Central Terminal) | 52,023 | 52,204 | 52,376 | 52,304 | 52,551 | 52,449 | 52,744 | 52,422 | 52,359 | 181 | 353 | 281 | 528 | 426 | 721 | 399 | 336 | 0.3% | 0.7% | 0.5% | 1.0% | 0.8% | 1.4% | 0.8% | 0.6% |
| Metro-North Railroad (Grand Central Terminal) | 100,383 | 101,948 | 101,587 | 101,784 | 102,959 | 103,271 | 102,611 | 101,627 | 102,042 | 1,565 | 1,204 | 1,401 | 2,576 | 2,888 | 2,228 | 1,245 | 1,659 | 1.6% | 1.2% | 1.4% | 2.6% | 2.9% | 2.2% | 1.2% | 1.7% |
| Metro-North Railroad (Penn Station) | 22,907 | 23,102 | 22,922 | 23,288 | 23,302 | 23,299 | 23,278 | 23,296 | 23,318 | 195 | 14 | 381 | 394 | 391 | 370 | 388 | 410 | 0.9% | 0.1% | 1.7% | 1.7% | 1.7% | 1.6% | 1.7% | 1.8% |
| New Jersey Transit (New York - Penn Station) | 61,953 | 62,577 | 62,442 | 62,696 | 62,972 | 63,097 | 62,660 | 62,626 | 62,224 | 624 | 489 | 743 | 1,018 | 1,144 | 707 | 673 | 271 | 1.0% | 0.8% | 1.2% | 1.6% | 1.8% | 1.1% | 1.1% | 0.4% |
| **Scenario** | | A | B | C | D | E | F | G | | A | B | C | D | E | F | G | | A | B | C | D | E | F | G | |
| **NYCT Subway** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 900,899 | 913,149 | 912,186 | 914,960 | 918,589 | 921,066 | 919,986 | 913,556 | 909,302 | 12,250 | 11,287 | 14,061 | 17,690 | 20,166 | 19,086 | 12,657 | 8,403 | 1.4% | 1.3% | 1.6% | 2.0% | 2.2% | 2.1% | 1.4% | 0.9% |
| 60th Street Cordon | 311,854 | 315,733 | 315,406 | 315,712 | 317,561 | 318,083 | 317,253 | 315,867 | 313,666 | 3,879 | 3,553 | 3,858 | 5,708 | 6,229 | 5,400 | 4,014 | 1,813 | 1.2% | 1.1% | 1.2% | 1.8% | 2.0% | 1.7% | 1.3% | 0.6% |
| Broadway (1,2,3) | 77,497 | 78,349 | 78,356 | 78,328 | 78,800 | 78,943 | 78,727 | 78,407 | 77,749 | 853 | 860 | 832 | 1,303 | 1,446 | 1,231 | 910 | 252 | 1.1% | 1.1% | 1.1% | 1.7% | 1.9% | 1.6% | 1.2% | 0.3% |
| 8th Avenue (A, C, B, D) | 93,471 | 94,274 | 94,262 | 94,396 | 94,818 | 94,810 | 94,710 | 94,165 | 93,719 | 803 | 791 | 925 | 1,347 | 1,339 | 1,239 | 694 | 249 | 0.9% | 0.8% | 1.0% | 1.4% | 1.4% | 1.3% | 0.7% | 0.3% |
| Lexington Avenue (4, 5, 6) | 69,415 | 70,708 | 70,455 | 70,606 | 70,967 | 71,251 | 70,951 | 70,680 | 70,100 | 1,294 | 1,040 | 1,191 | 1,553 | 1,836 | 1,536 | 1,266 | 685 | 1.9% | 1.5% | 1.7% | 2.2% | 2.6% | 2.2% | 1.8% | 1.0% |
| 2nd Avenue (Q) | 71,471 | 72,401 | 72,333 | 72,381 | 72,977 | 73,079 | 72,865 | 72,615 | 72,098 | 930 | 861 | 910 | 1,505 | 1,608 | 1,394 | 1,144 | 627 | 1.3% | 1.2% | 1.3% | 2.1% | 2.2% | 2.0% | 1.6% | 0.9% |
| Queens Cordon | 216,444 | 219,084 | 218,732 | 219,880 | 220,478 | 221,276 | 221,502 | 218,757 | 217,911 | 2,639 | 2,288 | 3,436 | 4,033 | 4,832 | 5,058 | 2,313 | 1,467 | 1.2% | 1.1% | 1.6% | 1.9% | 2.2% | 2.3% | 1.1% | 0.7% |
| 63rd Street (F) | 51,020 | 51,428 | 51,545 | 51,757 | 51,778 | 51,913 | 52,072 | 51,535 | 51,187 | 408 | 525 | 737 | 758 | 893 | 1,052 | 515 | 167 | 0.8% | 1.0% | 1.4% | 1.5% | 1.7% | 2.1% | 1.0% | 0.3% |
| 60th Street (R) | 12,902 | 13,201 | 13,130 | 13,166 | 13,232 | 13,299 | 13,308 | 13,120 | 12,980 | 299 | 229 | 264 | 331 | 398 | 407 | 218 | 79 | 2.3% | 1.8% | 2.0% | 2.6% | 3.1% | 3.2% | 1.7% | 0.6% |
| 60th Street (N, W) | 28,709 | 29,302 | 29,273 | 29,335 | 29,478 | 29,557 | 29,612 | 29,243 | 29,056 | 593 | 564 | 626 | 769 | 848 | 903 | 534 | 347 | 2.1% | 2.0% | 2.2% | 2.7% | 3.0% | 3.1% | 1.9% | 1.2% |
| 53rd Street (E, M) | 60,056 | 60,820 | 60,652 | 61,069 | 61,387 | 61,587 | 61,494 | 60,770 | 60,495 | 764 | 595 | 1,013 | 1,330 | 1,531 | 1,438 | 713 | 439 | 1.3% | 1.0% | 1.7% | 2.2% | 2.5% | 2.4% | 1.2% | 0.7% |
| Steinway Tunnel (7) | 63,757 | 64,332 | 64,132 | 64,553 | 64,603 | 64,920 | 65,015 | 64,090 | 64,192 | 575 | 374 | 796 | 845 | 1,163 | 1,258 | 332 | 435 | 0.9% | 0.6% | 1.2% | 1.3% | 1.8% | 2.0% | 0.5% | 0.7% |
| Brooklyn Cordon | 372,601 | 378,333 | 378,048 | 379,369 | 380,550 | 381,707 | 381,230 | 378,932 | 377,725 | 5,732 | 5,446 | 6,767 | 7,949 | 9,105 | 8,629 | 6,330 | 5,124 | 1.5% | 1.5% | 1.8% | 2.1% | 2.4% | 2.3% | 1.7% | 1.4% |
| 14th Street (L) | 49,801 | 50,573 | 50,580 | 50,776 | 50,834 | 51,051 | 50,906 | 50,664 | 50,376 | 772 | 779 | 975 | 1,033 | 1,250 | 1,104 | 863 | 574 | 1.6% | 1.6% | 2.0% | 2.1% | 2.5% | 2.2% | 1.7% | 1.2% |
| Williamsburg Bridge (J, M, Z) | 35,369 | 36,215 | 36,279 | 36,266 | 36,439 | 36,558 | 36,471 | 36,161 | 36,083 | 847 | 910 | 897 | 1,070 | 1,189 | 1,102 | 792 | 715 | 2.4% | 2.6% | 2.5% | 3.0% | 3.4% | 3.1% | 2.2% | 2.0% |
| Rutgers Street (F) | 41,591 | 42,114 | 42,088 | 42,190 | 42,328 | 42,426 | 42,318 | 42,162 | 42,133 | 522 | 497 | 598 | 737 | 834 | 727 | 571 | 542 | 1.3% | 1.2% | 1.4% | 1.8% | 2.0% | 1.7% | 1.4% | 1.3% |
| Manhattan Bridge (B, D, N, Q) | 107,696 | 109,253 | 109,141 | 109,823 | 110,234 | 110,557 | 110,340 | 109,597 | 109,240 | 1,557 | 1,445 | 2,127 | 2,538 | 2,861 | 2,643 | 1,901 | 1,544 | 1.4% | 1.3% | 2.0% | 2.4% | 2.7% | 2.5% | 1.8% | 1.4% |
| Cranberry Street (A, C) | 71,587 | 72,583 | 72,481 | 72,701 | 72,852 | 73,038 | 72,947 | 72,610 | 72,378 | 995 | 894 | 1,114 | 1,265 | 1,450 | 1,360 | 1,023 | 791 | 1.4% | 1.2% | 1.6% | 1.8% | 2.0% | 1.9% | 1.4% | 1.1% |
| Clark Street (2, 3) | 29,111 | 29,626 | 29,539 | 29,553 | 29,717 | 29,754 | 29,915 | 29,636 | 29,426 | 515 | 428 | 442 | 606 | 643 | 804 | 525 | 315 | 1.8% | 1.5% | 1.5% | 2.1% | 2.2% | 2.8% | 1.8% | 1.1% |
| Montague Street (R) | 11,089 | 11,148 | 11,163 | 11,210 | 11,231 | 11,279 | 11,268 | 11,272 | 11,372 | 59 | 74 | 121 | 142 | 190 | 179 | 183 | 283 | 0.5% | 0.7% | 1.1% | 1.3% | 1.7% | 1.6% | 1.7% | 2.6% |
| Joralmon Street (4, 5) | 26,356 | 26,821 | 26,776 | 26,850 | 26,914 | 27,043 | 27,065 | 26,829 | 26,717 | 465 | 420 | 493 | 558 | 686 | 709 | 473 | 361 | 1.8% | 1.6% | 1.9% | 2.1% | 2.6% | 2.7% | 1.8% | 1.4% |
| **PATH** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 134,735 | 136,302 | 136,291 | 136,790 | 137,253 | 137,339 | 137,264 | 136,396 | 135,634 | 1,567 | 1,556 | 2,055 | 2,518 | 2,604 | 2,529 | 1,661 | 899 | 1.2% | 1.2% | 1.5% | 1.5% | 1.9% | 1.9% | 1.2% | 0.7% |
| Christopher Street | 43,258 | 44,123 | 43,992 | 44,361 | 44,498 | 44,538 | 44,611 | 44,112 | 44,138 | 865 | 733 | 1,103 | 1,240 | 1,280 | 1,352 | 853 | 880 | 2.0% | 1.7% | 2.5% | 2.9% | 3.0% | 3.1% | 2.0% | 2.0% |
| World Trade Center | 91,477 | 92,179 | 92,300 | 92,429 | 92,755 | 92,801 | 92,653 | 92,284 | 91,496 | 702 | 823 | 952 | 1,278 | 1,324 | 1,176 | 807 | 19 | 0.8% | 0.9% | 1.0% | 1.4% | 1.4% | 1.3% | 0.9% | 0.0% |

Final EA Appendix 4A2, Table 4A.2-13. Change in Mode Share to the Manhattan CBD (2045) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| **Total Person Journeys to CBD** | **2,060,217** | **2,059,673** | **2,063,862** | **2,061,591** | **2,056,916** | **2,058,663** | **2,061,603** | **2,058,403** | **2,063,181** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0.1%** |
| Drive Alone | 195,550 | 179,719 | 179,065 | 172,758 | 166,999 | 160,143 | 161,776 | 177,186 | 172,460 | -8% | -8% | -12% | -15% | -18% | -17% | -9% | **-11.8%** |
| HOV / Shared Ride | 137,365 | 137,579 | 137,323 | 137,086 | 135,196 | 133,715 | 134,701 | 137,052 | 136,712 | 0% | 0% | 0% | -2% | -3% | -2% | 0% | **-0.5%** |
| Taxi / FHV | 32,052 | 24,713 | 31,887 | 27,656 | 19,757 | 25,329 | 30,582 | 23,340 | 31,269 | -23% | -1% | -14% | -38% | -21% | -5% | -27% | **-2.4%** |
| Commuter Rail | 434,018 | 441,246 | 440,810 | 442,498 | 446,877 | 447,609 | 445,970 | 443,261 | 442,535 | 2% | 2% | 2% | 3% | 3% | 3% | 2% | **2.0%** |
| Other Transit (e.g., subway / bus) | 1,204,475 | 1,220,058 | 1,218,095 | 1,224,960 | 1,231,326 | 1,235,246 | 1,232,204 | 1,220,754 | 1,223,554 | 1% | 1% | 2% | 2% | 3% | 2% | 1% | **1.6%** |
| Walk and Bike | 53,205 | 52,634 | 52,918 | 52,894 | 52,808 | 52,810 | 52,531 | 53,039 | 52,870 | -1% | -1% | -1% | -1% | -1% | -1% | 0% | **-0.6%** |
| School Bus | 3,552 | 3,724 | 3,764 | 3,739 | 3,953 | 3,811 | 3,839 | 3,771 | 3,781 | 5% | 6% | 5% | 11% | 7% | 8% | 6% | **6.4%** |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys from CBD** | **176,050** | **175,227** | **176,212** | **174,978** | **173,235** | **173,467** | **174,685** | **174,340** | **176,206** | **0%** | **0%** | **-1%** | **-2%** | **-1%** | **-1%** | **-1%** | **0.1%** |
| Drive Alone | 14,103 | 13,096 | 13,145 | 12,919 | 12,217 | 12,147 | 12,140 | 12,895 | 12,699 | -7% | -7% | -8% | -13% | -14% | -14% | -9% | **-10.0%** |
| HOV / Shared Ride | 32,631 | 32,135 | 32,170 | 31,637 | 31,603 | 30,924 | 31,264 | 32,100 | 31,995 | -2% | -1% | -3% | -3% | -5% | -4% | -2% | **-1.9%** |
| Taxi / FHV | 4,689 | 3,548 | 4,454 | 3,832 | 2,507 | 3,302 | 4,270 | 3,183 | 4,284 | -24% | -5% | -18% | -47% | -30% | -9% | -32% | **-8.6%** |
| Commuter Rail | 3,310 | 3,408 | 3,518 | 3,291 | 3,413 | 3,314 | 3,373 | 3,409 | 3,368 | 3% | 6% | -1% | 3% | 0% | 2% | 3% | **1.8%** |
| Other Transit (e.g., subway / bus) | 86,971 | 88,026 | 87,936 | 88,192 | 88,496 | 88,473 | 88,434 | 88,144 | 88,711 | 1% | 1% | 1% | 2% | 2% | 2% | 1% | **2.0%** |
| Walk and Bike | 31,641 | 32,207 | 32,264 | 32,351 | 32,188 | 32,561 | 32,462 | 32,038 | 32,421 | 2% | 2% | 2% | 2% | 3% | 3% | 1% | **2.5%** |
| School Bus | 2,705 | 2,807 | 2,725 | 2,756 | 2,811 | 2,746 | 2,742 | 2,571 | 2,728 | 4% | 1% | 2% | 4% | 2% | 1% | -5% | **0.9%** |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys within CBD** | **920,923** | **921,442** | **919,896** | **923,570** | **924,139** | **924,368** | **922,735** | **922,384** | **921,550** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0.1%** |
| Drive Alone | 7,792 | 7,631 | 7,861 | 7,439 | 7,601 | 7,765 | 7,594 | 7,630 | 7,937 | -2% | 1% | -5% | -2% | 0% | -3% | -2% | **1.9%** |
| HOV / Shared Ride | 26,492 | 27,528 | 27,479 | 27,066 | 27,334 | 27,005 | 26,795 | 26,854 | 27,121 | 4% | 4% | 2% | 3% | 2% | 1% | 1% | **2.4%** |
| Taxi / FHV | 29,189 | 29,450 | 29,354 | 29,935 | 29,513 | 29,346 | 29,389 | 29,533 | 26,007 | 1% | 1% | 3% | 1% | 1% | 1% | 1% | **-10.9%** |
| Commuter Rail | | | | | | | | | | - | - | - | - | - | - | - | |
| Other Transit (e.g., subway / bus) | 250,811 | 251,057 | 250,070 | 251,735 | 252,596 | 252,968 | 252,425 | 252,483 | 254,234 | 0% | 0% | 0% | 1% | 1% | 1% | 1% | **1.4%** |
| Walk and Bike | 602,457 | 601,649 | 600,870 | 603,242 | 602,958 | 603,087 | 602,497 | 601,645 | 602,053 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | **-0.1%** |
| School Bus | 4,182 | 4,127 | 4,262 | 4,153 | 4,137 | 4,197 | 4,035 | 4,239 | 4,198 | -1% | 2% | -1% | -1% | 0% | -4% | 1% | **0.4%** |

Final EA Appendix 4A2, Table 4A.2-14. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **132,656** | **138,683** | **154,909** | **151,623** | **135,041** | **147,599** | **158,508** | **136,033** | **158,583** | **4.5%** | **16.8%** | **14.3%** | **1.8%** | **11.3%** | **19.5%** | **2.5%** | **19.5%** |
| 60th Street | 41,578 | 41,765 | 50,684 | 51,367 | 43,181 | 49,315 | 55,614 | 40,153 | **53,701** | 0.4% | 21.9% | 23.5% | 3.9% | 18.6% | 33.8% | -3.4% | **29.2%** |
| Inbound | 22,780 | 23,265 | 27,915 | 29,344 | 25,933 | 29,118 | 32,416 | 22,413 | **30,285** | 2.1% | 22.5% | 28.8% | 13.8% | 27.8% | 42.3% | -1.6% | **32.9%** |
| Outbound | 18,825 | 18,530 | 22,801 | 22,055 | 17,277 | 20,226 | 23,226 | 17,772 | **23,444** | -1.6% | 21.1% | 17.2% | -8.2% | 7.4% | 23.4% | -5.6% | **24.5%** |
| FDR DRIVE+WEST SIDE HWY | 24,426 | 17,867 | 22,244 | 21,729 | 18,256 | 21,771 | 25,592 | 16,884 | **23,633** | -26.9% | -8.9% | -11.0% | -25.3% | -10.9% | 4.8% | -30.9% | **-3.2%** |
| *West Side Highway / Route 9A* | 11,197 | 7,805 | 9,461 | 8,713 | 7,094 | 8,544 | 10,067 | 7,447 | **9,903** | -30.3% | -15.5% | -22.2% | -36.6% | -23.7% | -10.1% | -33.5% | **-11.6%** |
| *FDR Drive* | 13,229 | 10,062 | 12,783 | 13,016 | 11,162 | 13,227 | 15,525 | 9,437 | **13,730** | -23.9% | -3.4% | -1.6% | -15.6% | 0.0% | 17.4% | -28.7% | **3.8%** |
| WEST AVENUES | 6,880 | 5,755 | 7,255 | 6,334 | 4,763 | 5,556 | 6,674 | 5,291 | **6,843** | -16.4% | 5.5% | -7.9% | -30.8% | -19.2% | -3.0% | -23.1% | **-0.5%** |
| *West End Ave* | 758 | 1,024 | 1,422 | 1,177 | 649 | 766 | 1,143 | 910 | **1,506** | 35.1% | 87.6% | 55.3% | -14.4% | 1.1% | 50.8% | 20.1% | **98.7%** |
| *Broadway* | 2,756 | 1,672 | 1,991 | 1,668 | 1,161 | 1,437 | 1,665 | 1,479 | **1,743** | -39.3% | -27.8% | -39.5% | -57.9% | -47.9% | -39.6% | -46.3% | **-36.8%** |
| *Amsterdam* | 1,431 | 1,418 | 1,809 | 1,657 | 1,351 | 1,581 | 1,843 | 1,281 | **1,649** | -0.9% | 26.4% | 15.8% | -5.6% | 10.5% | 28.8% | -10.5% | **15.2%** |
| *Columbus Ave* | 1,493 | 977 | 1,247 | 934 | 682 | 726 | 972 | 924 | **1,063** | -34.6% | -16.5% | -37.4% | -54.3% | -51.4% | -34.9% | -38.1% | **-28.8%** |
| *Eighth Avenue* | 442 | 664 | 786 | 898 | 920 | 1,046 | 1,051 | 697 | **882** | 50.2% | 77.8% | 103.2% | 108.1% | 136.7% | 137.8% | 57.7% | **99.5%** |
| EAST AVENUES | 10,272 | 18,143 | 21,185 | 23,304 | 20,162 | 21,988 | 23,348 | 17,978 | **23,225** | 76.6% | 106.2% | 126.9% | 96.3% | 114.1% | 127.3% | 75.0% | **126.1%** |
| *Fifth Avenue* | 1,929 | 940 | 1,166 | 788 | 529 | 658 | 780 | 958 | **886** | -51.3% | -39.6% | -59.1% | -72.6% | -65.9% | -59.6% | -50.3% | **-54.1%** |
| *Madison Avenue* | 209 | 110 | 184 | 152 | 154 | 127 | 204 | 127 | **168** | -47.4% | -12.0% | -27.3% | -26.3% | -39.2% | -2.4% | -39.2% | **-19.6%** |
| *Park Avenue* | 1,872 | 1,580 | 1,827 | 1,772 | 1,418 | 1,626 | 1,886 | 1,544 | **1,851** | -15.6% | -2.4% | -5.3% | -24.3% | -13.1% | 0.7% | -17.5% | **-1.1%** |
| *Lexington Avenue* | 608 | 797 | 1,052 | 1,428 | 1,055 | 1,231 | 1,166 | 778 | **1,096** | 31.1% | 73.0% | 134.9% | 73.5% | 102.5% | 91.8% | 28.0% | **80.3%** |
| *Third Avenue* | 959 | 758 | 994 | 1,058 | 1,040 | 1,341 | 1,333 | 712 | **1,098** | -21.0% | 3.6% | 10.3% | 8.4% | 39.8% | 39.0% | -25.8% | **14.5%** |
| *Second Avenue* | 1,343 | 7,570 | 8,531 | 9,717 | 9,243 | 10,016 | 10,209 | 7,608 | **10,019** | 463.7% | 535.2% | 623.5% | 588.2% | 645.8% | 660.2% | 466.5% | **646.0%** |
| *First Avenue* | 554 | 1,855 | 1,994 | 2,099 | 1,849 | 1,837 | 1,997 | 1,835 | **1,928** | 234.8% | 259.9% | 278.9% | 233.8% | 231.6% | 260.5% | 231.2% | **248.0%** |
| *York Avenue* | 2,128 | 1,820 | 2,065 | 1,778 | 1,267 | 1,619 | 1,839 | 1,674 | **1,921** | -14.5% | -3.0% | -16.4% | -40.5% | -23.9% | -13.6% | -21.3% | **-9.7%** |
| *Ed Koch Queensboro Ramp* | 670 | 2,713 | 3,372 | 4,512 | 3,607 | 3,533 | 3,934 | 2,742 | **4,258** | 304.9% | 403.3% | 573.4% | 438.4% | 427.3% | 487.2% | 309.3% | **535.5%** |
| Queens | 51,738 | 57,927 | 60,848 | 55,870 | 51,454 | 53,728 | 54,879 | 57,848 | **58,175** | 12.0% | 17.6% | 8.0% | -0.5% | 3.8% | 6.1% | 11.8% | **12.4%** |
| Inbound | 25,996 | 28,635 | 30,072 | 24,689 | 21,247 | 22,083 | 22,614 | 28,577 | **26,636** | 10.2% | 15.7% | -5.0% | -18.3% | -15.1% | -13.0% | 9.9% | **2.5%** |
| Outbound | 25,745 | 29,296 | 30,778 | 31,184 | 30,210 | 31,649 | 32,268 | 29,274 | **31,542** | 13.8% | 19.5% | 21.1% | 17.3% | 22.9% | 25.3% | 13.7% | **22.5%** |
| *Ed Koch Queensboro Bridge* | 7,468 | 14,678 | 16,418 | 27,707 | 31,369 | 33,102 | 33,680 | 14,513 | **24,157** | 96.5% | 119.8% | 271.0% | 320.0% | 343.3% | 351.0% | 94.3% | **223.5%** |
| *Queens-Midtown Tunnel* | 44,270 | 43,249 | 44,430 | 28,163 | 20,085 | 20,626 | 21,199 | 43,335 | **34,018** | -2.3% | 0.4% | -36.4% | -54.6% | -53.4% | -52.1% | -2.1% | **-23.2%** |
| Brooklyn | 28,064 | 23,897 | 28,051 | 29,656 | 26,520 | 29,540 | 33,347 | 22,929 | **31,490** | -14.8% | 0.0% | 5.7% | -5.5% | 5.3% | 18.8% | -18.3% | **12.2%** |
| Inbound | 12,826 | 10,654 | 12,596 | 15,798 | 15,189 | 16,714 | 18,682 | 10,197 | **16,015** | -16.9% | -1.8% | 23.2% | 18.4% | 30.3% | 45.7% | -20.5% | **24.9%** |
| Outbound | 15,246 | 13,251 | 15,461 | 13,864 | 11,338 | 12,832 | 14,671 | 12,740 | **15,483** | -13.1% | 1.4% | -9.1% | -25.6% | -15.8% | -3.8% | -16.4% | **1.6%** |
| *Williamsburg Bridge* | 7,208 | 7,896 | 9,499 | 11,956 | 12,349 | 14,284 | 15,763 | 7,603 | **12,318** | 9.5% | 31.8% | 65.9% | 71.3% | 98.2% | 118.7% | 5.5% | **70.9%** |
| *Manhattan Bridge* | 2,253 | 1,955 | 2,921 | 2,595 | 1,618 | 2,117 | 2,963 | 1,797 | **3,226** | -13.2% | 29.6% | 15.2% | -28.2% | -6.0% | 31.5% | -20.2% | **43.2%** |
| *Brooklyn Bridge* | 3,497 | 1,887 | 2,473 | 2,253 | 1,737 | 2,042 | 2,597 | 1,657 | **2,579** | -46.0% | -29.3% | -35.6% | -50.3% | -41.6% | -25.7% | -52.6% | **-26.3%** |
| *Hugh Carey Tunnel* | 15,106 | 12,159 | 13,158 | 12,852 | 10,816 | 11,097 | 12,024 | 11,872 | **13,367** | -19.5% | -12.9% | -14.9% | -28.4% | -26.5% | -20.4% | -21.4% | **-11.5%** |
| New Jersey | 11,276 | 15,094 | 15,326 | 14,730 | 13,886 | 15,016 | 14,668 | 15,103 | **15,217** | 33.9% | 35.9% | 30.6% | 23.1% | 33.2% | 30.1% | 33.9% | **35.0%** |
| Inbound | 5,259 | 7,306 | 7,457 | 6,618 | 5,865 | 6,721 | 6,417 | 7,312 | **7,085** | 38.9% | 41.8% | 25.8% | 11.5% | 27.8% | 22.0% | 39.0% | **34.7%** |
| Outbound | 6,020 | 7,790 | 7,872 | 8,115 | 8,024 | 8,297 | 8,254 | 7,794 | **8,135** | 29.4% | 30.8% | 34.8% | 33.3% | 37.8% | 37.1% | 29.5% | **35.1%** |
| *Holland Tunnel* | 3,915 | 6,603 | 6,859 | 6,788 | 6,748 | 7,594 | 7,136 | 6,834 | **7,045** | 68.7% | 75.2% | 73.4% | 72.4% | 94.0% | 82.3% | 74.6% | **79.9%** |
| *Lincoln Tunnel* | 7,361 | 8,491 | 8,467 | 7,942 | 7,138 | 7,422 | 7,532 | 8,269 | **8,172** | **15.4%** | 15.0% | 7.9% | -3.0% | 0.8% | 2.3% | 12.3% | **11.0%** |

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Final EA Appendix 4A2, Table 4A.2-15. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **140,805** | **124,489** | **123,697** | **122,869** | **121,203** | **118,152** | **118,163** | **133,112** | **124,953** | **-11.6%** | **-12.2%** | **-12.7%** | **-13.9%** | **-16.1%** | **-16.1%** | **-5.5%** | **-11.2%** |
| 60th Street | 52,051 | 41,877 | 41,575 | 40,337 | 39,157 | 38,317 | 38,943 | 43,833 | **40,938** | -19.5% | -20.1% | -22.5% | -24.8% | -26.4% | -25.2% | -15.8% | **-21.3%** |
| Inbound | 27,554 | 21,729 | 21,532 | 20,309 | 19,279 | 18,808 | 19,279 | 22,946 | **20,804** | -21.1% | -21.9% | -26.3% | -30.0% | -31.7% | -30.0% | -16.7% | **-24.5%** |
| Outbound | 24,527 | 20,172 | 20,073 | 20,058 | 19,909 | 19,540 | 19,696 | 20,954 | **20,212** | -17.8% | -18.2% | -18.2% | -18.8% | -20.3% | -19.7% | -14.6% | **-17.6%** |
| FDR DRIVE+WEST SIDE HWY | 4,739 | 4,684 | 4,653 | 4,979 | 5,295 | 5,370 | 5,228 | 4,803 | 4,949 | -1.2% | -1.8% | 5.1% | 11.7% | 13.3% | 10.3% | 1.4% | 4.4% |
| *West Side Highway / Route 9A* | 1,609 | 2,180 | 2,183 | 2,372 | 2,493 | 2,492 | 2,443 | 2,242 | 2,317 | 35.5% | 35.7% | 47.4% | 54.9% | 54.9% | 51.8% | 39.3% | 44.0% |
| *FDR Drive* | 3,130 | 2,504 | 2,470 | 2,607 | 2,802 | 2,878 | 2,785 | 2,561 | 2,632 | -20.0% | -21.1% | -16.7% | -10.5% | -8.1% | -11.0% | -18.2% | -15.9% |
| WEST AVENUES | 19,208 | 15,421 | 15,245 | 14,583 | 14,145 | 13,943 | 14,205 | 16,274 | 14,962 | -19.7% | -20.6% | -24.1% | -26.4% | -27.4% | -26.0% | -15.3% | -22.0% |
| *West End Ave* | 4,623 | 2,284 | 2,187 | 1,666 | 1,329 | 1,152 | 1,344 | 2,809 | 1,960 | -50.6% | -52.7% | -64.0% | -71.3% | -75.1% | -70.9% | -39.2% | -57.6% |
| *Broadway* | 6,450 | 6,596 | 6,635 | 6,849 | 6,956 | 7,060 | 6,988 | 6,517 | 6,700 | 2.3% | 2.9% | 6.2% | 7.8% | 9.5% | 8.3% | 1.0% | 3.9% |
| *Amsterdam* | 4,247 | 2,700 | 2,585 | 2,279 | 2,056 | 1,944 | 2,043 | 3,172 | 2,516 | -36.4% | -39.1% | -46.3% | -51.6% | -54.2% | -51.9% | -25.3% | -40.7% |
| *Columbus Ave* | 2,771 | 2,675 | 2,669 | 2,587 | 2,553 | 2,545 | 2,587 | 2,642 | 2,600 | -3.5% | -3.7% | -6.6% | -7.9% | -8.2% | -6.6% | -4.7% | -6.1% |
| *Eighth Avenue* | 1,117 | 1,166 | 1,169 | 1,202 | 1,251 | 1,242 | 1,243 | 1,134 | 1,186 | 4.4% | 4.7% | 7.6% | 12.0% | 11.2% | 11.3% | 1.5% | 6.7% |
| EAST AVENUES | 28,104 | 21,772 | 21,677 | 20,775 | 19,717 | 19,004 | 19,510 | 22,756 | 21,027 | -22.5% | -22.9% | -26.1% | -29.8% | -32.4% | -30.6% | -19.0% | -25.1% |
| *Fifth Avenue* | 2,013 | 1,856 | 1,853 | 1,720 | 1,643 | 1,616 | 1,670 | 1,869 | 1,820 | -7.8% | -7.9% | -14.6% | -18.4% | -19.7% | -17.0% | -7.2% | -9.5% |
| *Madison Avenue* | 887 | 831 | 828 | 825 | 824 | 823 | 831 | 818 | 838 | -6.3% | -6.7% | -7.0% | -7.1% | -7.2% | -6.3% | -7.8% | -5.2% |
| *Park Avenue* | 4,186 | 3,474 | 3,507 | 3,425 | 3,433 | 3,363 | 3,386 | 3,462 | 3,433 | -17.0% | -16.2% | -18.2% | -18.0% | -19.7% | -19.1% | -17.3% | -17.9% |
| *Lexington Avenue* | 3,803 | 3,281 | 3,253 | 3,266 | 3,275 | 3,293 | 3,361 | 3,222 | 3,205 | -13.7% | -14.5% | -14.1% | -13.9% | -13.4% | -11.6% | -15.3% | -15.6% |
| *Third Avenue* | 3,927 | 4,051 | 4,040 | 4,039 | 3,789 | 3,639 | 3,721 | 4,038 | 4,017 | 3.2% | 2.9% | 2.9% | -3.5% | -7.3% | -5.2% | 2.8% | 2.4% |
| *Second Avenue* | 6,070 | 4,432 | 4,341 | 3,790 | 3,091 | 2,729 | 2,951 | 5,289 | 4,027 | -27.0% | -28.5% | -37.6% | -49.1% | -55.0% | -51.4% | -12.9% | -33.6% |
| *First Avenue* | 2,753 | 2,653 | 2,663 | 2,665 | 2,689 | 2,567 | 2,628 | 2,919 | 2,657 | -3.6% | -3.3% | -3.2% | -2.3% | -6.8% | -4.5% | 6.0% | -3.3% |
| *York Avenue* | 1,330 | 851 | 849 | 721 | 644 | 634 | 632 | 794 | 696 | -36.0% | -36.2% | -45.8% | -51.6% | -52.3% | -52.5% | -40.3% | -47.5% |
| *Ed Koch Queensboro Ramp* | 3,135 | 343 | 343 | 324 | 329 | 340 | 330 | 345 | 334 | -89.1% | -89.1% | -89.7% | -89.5% | -89.2% | -89.5% | -89.0% | -89.3% |
| Queens | 25,494 | 24,760 | 24,583 | 23,990 | 23,102 | 22,203 | 22,599 | 26,008 | **24,252** | -2.9% | -3.6% | -5.9% | -9.4% | -12.9% | -11.4% | 2.0% | **-4.8%** |
| Inbound | 14,324 | 13,561 | 13,469 | 13,350 | 12,946 | 12,498 | 12,636 | 13,912 | **13,356** | -5.3% | -6.0% | -6.8% | -9.6% | -12.7% | -11.8% | -2.9% | **-6.8%** |
| Outbound | 11,174 | 11,202 | 11,116 | 10,642 | 10,159 | 9,707 | 9,968 | 12,107 | **10,903** | 0.3% | -0.5% | -4.8% | -9.1% | -13.1% | -10.8% | 8.3% | **-2.4%** |
| *Ed Koch Queensboro Bridge* | 19,337 | 19,124 | 18,998 | 18,354 | 17,339 | 16,401 | 17,884 | 20,399 | 18,326 | -1.1% | -1.8% | -5.1% | -10.3% | -15.2% | -7.5% | 5.5% | -5.2% |
| *Queens-Midtown Tunnel* | 6,157 | 5,636 | 5,585 | 5,636 | 5,763 | 5,802 | 4,715 | 5,609 | 5,926 | -8.5% | -9.3% | -8.5% | -6.4% | -5.8% | -23.4% | -8.9% | -3.7% |
| Brooklyn | 34,484 | 31,412 | 31,265 | 31,554 | 31,733 | 31,150 | 30,743 | 33,905 | **32,107** | -8.9% | -9.3% | -8.5% | -8.0% | -9.7% | -10.8% | -1.7% | **-6.9%** |
| Inbound | 14,068 | 13,071 | 13,001 | 12,782 | 12,689 | 12,589 | 12,790 | 14,164 | **13,119** | -7.1% | -7.6% | -9.1% | -9.8% | -10.5% | -9.1% | 0.7% | **-6.7%** |
| Outbound | 20,423 | 18,347 | 18,270 | 18,779 | 19,053 | 18,570 | 17,962 | 19,756 | **19,003** | -10.2% | -10.5% | -8.0% | -6.7% | -9.1% | -12.1% | -3.3% | **-6.9%** |
| *Williamsburg Bridge* | 10,192 | 10,141 | 10,073 | 10,221 | 10,491 | 10,334 | 10,309 | 11,200 | 10,444 | -0.5% | -1.2% | 0.3% | 2.9% | 1.4% | 1.1% | 9.9% | 2.5% |
| *Manhattan Bridge* | 15,711 | 13,062 | 12,976 | 13,170 | 12,923 | 12,472 | 12,250 | 14,453 | 13,519 | -16.9% | -17.4% | -16.2% | -17.7% | -20.6% | -22.0% | -8.0% | -13.9% |
| *Brooklyn Bridge* | 3,920 | 3,578 | 3,594 | 3,613 | 3,838 | 3,884 | 3,831 | 3,655 | 3,618 | -8.7% | -8.3% | -7.8% | -2.1% | -0.9% | -2.3% | -6.8% | -7.7% |
| *Hugh Carey Tunnel* | 4,661 | 4,631 | 4,622 | 4,550 | 4,481 | 4,460 | 4,353 | 4,597 | 4,526 | -0.6% | -0.8% | -2.4% | -3.9% | -4.3% | -6.6% | -1.4% | -2.8% |
| New Jersey | 28,776 | 26,440 | 26,274 | 26,988 | 27,211 | 26,482 | 25,878 | 29,366 | **27,656** | -8.1% | -8.7% | -6.2% | -5.4% | -8.0% | -10.1% | 2.1% | **-3.9%** |
| Inbound | 18,333 | 17,080 | 17,028 | 18,057 | 18,652 | 18,086 | 17,325 | 18,704 | **18,267** | -6.8% | -7.1% | -1.5% | 1.7% | -1.3% | -5.5% | 2.0% | **-0.4%** |
| Outbound | 10,447 | 9,363 | 9,248 | 8,934 | 8,561 | 8,400 | 8,556 | 10,669 | **9,396** | -10.4% | -11.5% | -14.5% | -18.1% | -19.6% | -18.1% | 2.1% | **-10.0%** |
| *Holland Tunnel* | 14,154 | 13,032 | 13,013 | 13,260 | 13,355 | 12,993 | 12,409 | 15,178 | 14,010 | -7.9% | -8.1% | -6.3% | -5.6% | -8.2% | -12.3% | 7.2% | -1.0% |
| *Lincoln Tunnel* | 14,622 | 13,408 | 13,261 | 13,728 | 13,856 | 13,489 | 13,469 | 14,188 | 13,646 | -8.3% | -9.3% | -6.1% | -5.2% | -7.7% | -7.9% | -3.0% | -6.7% |

Final EA Appendix 4A2, Table 4A.2-16. Work Journeys to the Manhattan CBD by Origin County (2045) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *Total Work Journeys to CBD* | *1,721,640* | *1,721,655* | *1,721,653* | *1,721,653* | *1,721,648* | *1,721,648* | *1,721,661* | *1,721,658* | **1,721,649** | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* |
| | | | | | | | | | | | | | | | | | |
| **CBD** | **176,850** | **176,489** | **176,318** | **176,869** | **177,285** | **177,255** | **176,945** | **176,898** | **176,607** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** |
| CBD | 176,850 | 176,489 | 176,318 | 176,869 | 177,285 | 177,255 | 176,945 | 176,898 | 176,607 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | | | | | | |
| **New York City** | **900,213** | **896,111** | **895,284** | **894,681** | **892,272** | **891,895** | **892,553** | **893,645** | **893,893** | **0%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** |
| Upper Manhattan | 181,180 | 179,641 | 180,058 | 179,640 | 179,104 | 179,291 | 179,192 | 179,662 | 179,705 | -1% | -1% | -1% | -1% | -1% | -1% | -1% | -1% |
| Bronx | 110,581 | 109,817 | 109,447 | 109,567 | 109,724 | 109,634 | 109,951 | 109,627 | 109,250 | -1% | -1% | -1% | -1% | -1% | -1% | -1% | -1% |
| Brooklyn | 306,259 | 304,652 | 304,406 | 304,288 | 302,575 | 302,669 | 303,268 | 303,730 | 304,518 | -1% | -1% | -1% | -1% | -1% | -1% | -1% | -1% |
| Queens | 274,950 | 274,259 | 273,649 | 273,230 | 272,605 | 271,943 | 272,024 | 273,063 | 272,632 | 0% | 0% | -1% | -1% | -1% | -1% | -1% | -1% |
| Staten Island | 27,243 | 27,742 | 27,724 | 27,956 | 28,264 | 28,358 | 28,118 | 27,563 | 27,788 | 2% | 2% | 3% | 4% | 4% | 3% | 1% | 2% |
| | | | | | | | | | | | | | | | | | |
| **Long Island** | **153,583** | **154,954** | **156,151** | **155,085** | **154,165** | **153,939** | **154,948** | **155,847** | **155,667** | **1%** | **2%** | **1%** | **0%** | **0%** | **1%** | **1%** | **1%** |
| Nassau | 106,854 | 107,027 | 108,324 | 107,046 | 105,860 | 105,833 | 106,850 | 107,663 | 107,316 | 0% | 1% | 0% | -1% | -1% | 0% | 1% | 0% |
| Suffolk | 46,729 | 47,927 | 47,827 | 48,039 | 48,305 | 48,106 | 48,098 | 48,184 | 48,351 | 3% | 2% | 3% | 3% | 3% | 3% | 3% | 3% |
| | | | | | | | | | | | | | | | | | |
| **Upstate New York** | **123,941** | **122,506** | **123,195** | **122,872** | **123,358** | **122,661** | **123,197** | **123,330** | **123,344** | **-1%** | **-1%** | **-1%** | **0%** | **-1%** | **-1%** | **0%** | **0%** |
| Dutchess | 6,965 | 7,092 | 6,857 | 6,941 | 6,995 | 7,031 | 7,033 | 7,035 | 6,839 | 2% | -2% | 0% | 0% | 1% | 1% | 1% | -2% |
| Orange | 21,067 | 21,108 | 21,359 | 21,542 | 21,825 | 22,000 | 21,966 | 21,365 | 21,453 | 0% | 1% | 2% | 4% | 4% | 4% | 1% | 2% |
| Putnam | 2,076 | 2,044 | 2,023 | 1,968 | 1,994 | 1,974 | 1,965 | 1,929 | 2,107 | -2% | -3% | -5% | -4% | -5% | -5% | -7% | 1% |
| Rockland | 10,303 | 9,752 | 10,279 | 10,534 | 10,212 | 10,069 | 10,435 | 10,202 | 10,185 | -5% | 0% | 2% | -1% | -2% | 1% | -1% | -1% |
| Westchester | 83,530 | 82,510 | 82,677 | 81,887 | 82,332 | 81,587 | 81,798 | 82,799 | 82,760 | -1% | -1% | -2% | -1% | -2% | -2% | -1% | -1% |
| | | | | | | | | | | | | | | | | | |
| **New Jersey** | **288,193** | **292,469** | **292,005** | **293,257** | **294,986** | **296,494** | **295,065** | **292,459** | **293,086** | **1%** | **1%** | **2%** | **2%** | **3%** | **2%** | **1%** | **2%** |
| Bergen | 37,798 | 37,866 | 37,844 | 38,344 | 38,555 | 38,674 | 38,729 | 37,651 | 37,959 | 0% | 0% | 1% | 2% | 2% | 2% | 0% | 0% |
| Essex | 32,027 | 32,599 | 32,352 | 32,488 | 32,528 | 32,724 | 32,797 | 32,481 | 32,383 | 2% | 1% | 1% | 2% | 2% | 2% | 1% | 1% |
| Hudson | 101,924 | 103,139 | 102,857 | 103,166 | 103,802 | 104,590 | 104,024 | 103,336 | 103,969 | 1% | 1% | 1% | 2% | 3% | 2% | 1% | 2% |
| Hunterdon | 2,557 | 2,575 | 2,554 | 2,595 | 2,626 | 2,580 | 2,577 | 2,609 | 2,560 | 1% | 0% | 1% | 3% | 1% | 1% | 2% | 0% |
| Mercer | 8,184 | 8,235 | 8,264 | 8,314 | 8,333 | 8,252 | 8,282 | 8,288 | 8,259 | 1% | 1% | 2% | 2% | 1% | 1% | 1% | 1% |
| Middlesex | 29,124 | 29,635 | 29,510 | 29,645 | 29,982 | 29,791 | 29,670 | 29,558 | 29,381 | 2% | 1% | 2% | 3% | 2% | 2% | 1% | 1% |
| Monmouth | 17,905 | 18,162 | 18,215 | 18,102 | 18,282 | 18,280 | 18,086 | 18,227 | 18,147 | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% |
| Morris | 8,629 | 8,881 | 9,006 | 9,080 | 9,024 | 9,219 | 9,026 | 8,900 | 8,985 | 3% | 4% | 5% | 5% | 7% | 5% | 3% | 4% |
| Ocean | 12,604 | 12,650 | 12,759 | 12,695 | 12,633 | 12,725 | 12,706 | 12,639 | 12,585 | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 0% |
| Passaic | 9,327 | 10,028 | 10,035 | 10,190 | 10,319 | 10,409 | 10,171 | 10,112 | 10,132 | 8% | 8% | 9% | 11% | 12% | 9% | 8% | 9% |
| Somerset | 5,287 | 5,494 | 5,464 | 5,517 | 5,490 | 5,661 | 5,561 | 5,476 | 5,443 | 4% | 3% | 4% | 4% | 7% | 5% | 4% | 3% |
| Sussex | 3,248 | 3,263 | 3,285 | 3,333 | 3,279 | 3,338 | 3,305 | 3,297 | 3,306 | 0% | 1% | 3% | 1% | 3% | 2% | 2% | 2% |
| Union | 18,494 | 18,829 | 18,764 | 18,689 | 19,013 | 19,132 | 19,029 | 18,759 | 18,895 | 2% | 1% | 1% | 3% | 3% | 3% | 1% | 2% |
| Warren | 1,085 | 1,113 | 1,096 | 1,099 | 1,120 | 1,119 | 1,102 | 1,126 | 1,082 | 3% | 1% | 1% | 3% | 3% | 2% | 4% | 0% |
| | | | | | | | | | | | | | | | | | |
| **Connecticut** | **78,860** | **79,126** | **78,700** | **78,889** | **79,582** | **79,404** | **78,953** | **79,479** | **79,052** | **0%** | **0%** | **0%** | **1%** | **1%** | **0%** | **1%** | **0%** |
| Fairfield | 49,537 | 49,470 | 49,133 | 49,254 | 49,855 | 49,715 | 49,330 | 49,767 | 49,423 | 0% | -1% | -1% | 1% | 0% | 0% | 0% | 0% |
| New Haven | 29,323 | 29,656 | 29,567 | 29,635 | 29,727 | 29,689 | 29,623 | 29,712 | 29,629 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 12, Noise

2024

LOCAL STREET NOISE ASSESSMENT

Table 1. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Downtown Brooklyn Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | LN | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE |
| 1 | Flatbush Avenue and Tillary Street | NB | NBL | L | L | 0.0 | -0.6 | 0.0 | -0.7 |
| | | | NBT | T | T | -0.9 | | -1.7 | |
| | | | NBR | R | R | 0.0 | | -0.1 | |
| | | SB | SBT | T | T | -0.6 | -0.6 | -0.8 | -0.7 |
| | | | SBR | R | R | -0.6 | | -0.8 | |
| | | EB | EBL | L | L | -0.9 | -0.1 | -1.2 | -0.2 |
| | | | EBT | T | T | 0.1 | | 0.1 | |
| | | | EBR | R | R | 0.0 | | 0.2 | |
| | | WB | WBL | L | L | -0.1 | -0.6 | -0.1 | -0.6 |
| | | | WBT | T | T | 0.0 | | -0.1 | |
| | | | WBR | R | R | -1.0 | | -2.1 | |

Table 1. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Downtown Brooklyn Study Area – With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | LN | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE |
| 2 | Adams Street and Tillary Street | NB | NBL | L | L | 0.0 | -0.1 | 0.0 | -0.4 |
| | | | NBT | T | T | 0.0 | | -0.3 | |
| | | | NBR | T | R | 0.0 | | 0.0 | |
| | | | NBR2 | R | R2 | -0.2 | | -0.9 | |
| | | SB | SBL | L | L | 0.1 | 0.1 | 0.6 | 0.6 |
| | | | SBT | T | T | 0.1 | | 0.6 | |
| | | | SBR | R | R | 0.0 | | 0.0 | |
| | | EB | EBL | L | L | 0.0 | -0.1 | 0.0 | -0.3 |
| | | | EBT | T | T | -0.2 | | -1.1 | |
| | | | EBR | R | R | 0.0 | | 0.0 | |
| | | WB | WBL | L | L | 0.0 | -0.1 | -0.1 | -0.2 |
| | | | WBT | T | T | 0.0 | | -0.1 | |
| | | | WBR | R | R | 0.0 | | 0.0 | |
| | | | WBR2 | R | R2 | -1.6 | | -1.9 | |
| 3 | Old Fulton Street and Vine Street | NB | NBL | L | L | 0.0 | 0.0 | 0.3 | 0.0 |
| | | | NBT | T | T | 0.0 | | 0.2 | |
| | | SB | SBT | T | T | -0.1 | -0.1 | -0.5 | -0.5 |

Table 2. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Little Dominican Republic Study Area - With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 1 | W 179th St & Broadway | NB | NBL | L | L | 3.0 | 2.7 | 2.5 | 2.8 | 1.3 | **2.5** |
| | | | NBT | T | T | 2.6 | | 2.9 | | 3.1 | |
| | | SB | SBT | T | T | 3.0 | 2.8 | 1.9 | 1.6 | 1.6 | 0.9 |
| | | | SBR | TR | R | 2.2 | | 1.1 | | -0.8 | |
| | | WB | WBL | TR | L | 3.1 | -0.1 | 1.9 | -2.2 | 2.4 | -2.8 |
| | | | WBT | | T | -1.1 | | -3.3 | | -4.0 | |
| | | | WBR | | R | | | | | | |

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 1a | Pulaski Bridge / 11th Street & Jackson Avenue | NB | NBL | LT | L | 0.0 | 0.0 |
| | | | NBT | T | T | -0.1 | |
| | | | NBR | R | R | 0.2 | |
| | | SB | SBT | T | T | 0.0 | 0.0 |
| | | | SBR | TR | R | 0.3 | |
| | | EB | EBL | LT | L | -1.5 | -1.2 |
| | | | EBT | T | T | -1.1 | |
| | | WB | WBL | L | L | -0.1 | 0.0 |
| | | | WBT | T | T | 0.2 | |
| 1b | 11th Street & 48th Avenue | NB | NBL | L | L | 0.0 | -0.1 |
| | | | NBT | T | T | -0.2 | |
| | | SB | SBT | T | T | 0.0 | 0.0 |
| | | | SBR | TR | R | 0.0 | |
| | | WB | WBL | LTR | L | 0.0 | 0.0 |
| | | | WBT | | T | 0.0 | |
| | | | WBR | | R | 0.0 | |

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 2 | 50th Avenue @ Vernon Blvd | NB | NBT | T | T | -0.2 | -0.2 |
| | | | NBR | R | R | 0.4 | |
| | | SB | SBL | LT | L | 1.1 | 0.1 |
| | | | SBT | | T | 0.0 | |
| | | EB | EBL | LTR | L | 0.0 | 0.3 |
| | | | EBT | | T | 0.7 | |
| | | | EBR | | R | 0.0 | |
| 3 | Green Street & McGuiness Blvd | NB | NBT | T | T | -0.1 | -0.1 |
| | | | NBR | TR | R | 0.0 | |
| | | SB | SBL | L | L | 0.0 | -0.1 |
| | | | SBT | T | T | -0.1 | |
| | | EB | EBL | LTR | L | 0.0 | 0.0 |
| | | | EBT | | T | 0.0 | |
| | | | EBR | | R | 0.0 | |
| 4 | McGuinness Blvd & Freeman Street | NB | NBT | T | T | -0.1 | -0.1 |
| | | SB | SBT | T | T | -0.1 | -0.1 |
| | | | SBR | TR | R | 0.0 | |
| | | WB | WBR | R | R | -0.5 | -0.5 |

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 5 | 21st Street & 49th Avenue | NB | NBL | LTR | L | 0.0 | 0.0 |
| | | | NBT | | T | 0.0 | |
| | | | NBR | | R | 0.0 | |
| | | SB | SBL | LTR | L | 0.0 | -0.1 |
| | | | SBT | | T | -0.1 | |
| | | | SBR | | R | 0.0 | |
| | | EB | EBL | LTR | L | -0.2 | -0.3 |
| | | | EBT | | T | -0.3 | |
| | | | EBR | | R | -0.4 | |
| | | WB | WBL | LT | L | 0.0 | 0.0 |
| | | | WBT | | T | 0.0 | |
| | | | WBR | R | R | 0.0 | |
| 7 | 11th Street & Borden Avenue | NB | NBL | LTR | L | -0.3 | -0.4 |
| | | | NBT | | T | -0.1 | |
| | | | NBR | | R | -1.6 | |
| | | SB | SBL | LTR | L | -1.3 | -1.2 |
| | | | SBT | | T | 0.0 | |
| | | | SBR | | R | -1.2 | |
| | | EB | EBL | LTR | L | 0.1 | 0.1 |
| | | | EBT | | T | 0.0 | |
| | | | EBR | | R | -1.6 | |
| | | WB | WBL | LTR | L | 0.0 | -0.2 |
| | | | WBT | | T | 0.0 | |
| | | | WBR | | R | -1.3 | |

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 8a | Van Dam Street & QMT Expwy | NB | NBL | LT | L | -0.1 | -0.1 |
| | | | NBT | T | T | -0.1 | |
| | | SB | SBT | T | T | -0.5 | -0.5 |
| | | | SBR | TR | R | -0.1 | |
| | | WB | WBT | T | T | -0.2 | -0.1 |
| | | | WBR | TR | R | 0.0 | |
| 8b | Van Dam Street & Borden Avenue | NB | NBT | T | T | -0.1 | -0.1 |
| | | | NBR | TR | R | 0.0 | |
| | | SB | SBL | L | L | -0.3 | -0.3 |
| | | | SBT | T | T | -0.5 | |
| | | EB | EBL | LTR | L | -0.2 | 0.0 |
| | | | EBT | | T | 0.0 | |
| | | | EBR | | R | 0.0 | |
| 9 | Jackson Ave / Northern Blvd & Queens Plaza | NB | NBL | LT | L | 0.0 | -1.1 |
| | | | NBT | | T | -1.2 | |
| | | | NBR | TR | R | -0.3 | |
| | | SB | SBL | LT | L | 0.0 | 0.1 |
| | | | SBT | T | T | 0.1 | |
| | | EB | EBT | T | T | -0.6 | -0.6 |
| | | | EBR | R | R | -0.6 | |
| | | WB | WBL | LT | L | 0.0 | -0.1 |
| | | | WBT | T | T | -0.1 | |
| | | | WBR | TR | R | 0.0 | |

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 10 | Thomson Avenue & Van Dam Street | NB | NBL | L | L | -7.6 | -2.1 |
| | | | NBT | T | T | 0.0 | |
| | | | NBR | TRR2 | R | 0.0 | |
| | | | NBR2 | | R2 | 0.0 | |
| | | SB | SBT | T | T | -0.7 | -0.7 |
| | | | SBR | R | R | -0.8 | |
| | | EB | EBR | R | R | -0.2 | -0.1 |
| | | | EBR2 | R2 | R2 | -0.1 | |
| | | WB | WBT | T | T | 0.0 | 0.0 |
| 11a | Thomson Avenue & Dutch Kills Street | SB | SBL | L | L | 0.0 | 0.0 |
| | | | SBR | LR | R | 0.0 | |
| | | EB | EBT | T | T | -0.2 | -0.2 |
| | | WB | WBT | T | T | 0.0 | 0.0 |
| | | | WBR | R | R | 0.0 | |
| 11b | Thomson Avenue & Dutch Kills Street | WB | WBT | T | T | 0.0 | -0.1 |
| | | | WBR | R | R | -0.6 | |
| | | EB | EBT | T | T | -0.2 | -0.2 |
| 12 | 21st Street & Queens Plaza N | NB | NBL | LT | L | 0.0 | -0.1 |
| | | | NBT | T | T | -0.1 | |
| | | SB | SBT | T | T | 0.0 | -0.1 |
| | | | SBR | R | R | -0.6 | |
| | | WB | WBL | LTR | L | -0.1 | -0.1 |
| | | | WBT | | T | -0.7 | |
| | | | WBR | | R | 0.0 | |

Table 4. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower East Side Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 1 | Park Row/Chatham Square & Worth/Oliver St & Mott St | NB | NBL | LT | L | 0.0 | -0.1 | 0.0 | -0.2 | 0.0 | -0.3 |
| | | | NBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | NBR2 | R | R2 | -0.3 | | -0.5 | | -0.6 | |
| | | SB | SBL | T | T | -0.7 | -0.5 | -0.5 | -0.4 | -0.8 | -0.6 |
| | | | SBT | TR | T | 0.0 | | 0.0 | | 0.0 | |
| | | | SBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | EB | EBT | TR | T | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | EBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | L | L | -0.9 | -0.7 | -3.7 | -2.3 | -3.7 | -2.1 |
| | | | WBT | T | T | 0.0 | | 0.0 | | 0.0 | |
| | | | WBR | TR | R | -0.8 | | -2.8 | | -2.4 | |
| | | SWB | SWL2 | LR | L2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SWL | | L | 0.0 | | 0.0 | | 0.0 | |
| | | | SWR | | R | 0.0 | | 0.0 | | 0.0 | |
| 2 | Chatham Square & E Broadway | NB | NBL | L | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | NBR | R | R | 0.0 | | 0.0 | | 0.0 | |
| | | EB | EBT | T | T | -0.6 | -0.4 | -0.8 | -0.4 | -1.0 | -0.6 |
| | | | EBR | R | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | L | L | 0.0 | -0.8 | 0.0 | -2.5 | 0.0 | -2.4 |
| | | | WBT | T | T | -1.3 | | -4.6 | | -4.3 | |

Table 4. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower East Side Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 3 | Chatham Square/Bowery & Division St | NB | NBL | L | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | NBR | T | T | 0.0 | | 0.0 | | 0.0 | |
| | | EB | EBT | T | T | -0.5 | -0.5 | -0.6 | -0.6 | -0.9 | -0.9 |
| | | | EBR2 | TR | R2 | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | LT | L | 0.0 | -1.4 | 0.0 | -3.6 | 0.0 | -5.4 |
| | | | WBT | T | T | -1.5 | | -3.7 | | -5.6 | |

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 1 | Trinity Place & Edgar Street | NB | NBL | LT | L | 0.0 | -2.7 | 0.0 | -4.9 | 0.0 | 0.0 |
| | | | NBT | T | T | -2.7 | | -4.9 | | 0.0 | |
| | | EB | EBL | L | L | 0.0 | 0.0 | 0.6 | 0.6 | 0.0 | 0.0 |
| 2 | Trinity Place & Rector Street | NB | NBT | T | T | -1.7 | -1.7 | -0.5 | -0.5 | -0.2 | -0.3 |
| | | | NBR | R | R | -1.5 | | 0.2 | | -5.0 | |
| | | EB | EBL | LT | L | 0.0 | -0.0 | 0.0 | -0.0 | -0.9 | -0.7 |
| | | | EBT | | T | -0.1 | | 0.0 | | -0.1 | |
| 3a | HCT Entrance/Exit & West Street | NB | NBT | T | T | -0.1 | 0.0 | -0.3 | -0.1 | -0.2 | -0.3 |
| | | | NBR2 | R2 | R2 | 0.2 | | 0.1 | | -0.3 | |
| | | SB | SBT | T | T | -0.1 | -0.1 | -0.2 | -0.2 | -0.3 | -0.3 |
| | | WB | WBL | L | L | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 |
| 3b | HCT Exit & West Street & West Thames Street | NB | NBT | T | T | -0.1 | -0.1 | -0.3 | -0.3 | -0.2 | -0.2 |
| | | SB | SBT | T | T | -0.1 | -0.1 | -0.2 | -0.2 | -0.3 | -0.3 |
| | | | SBR | R | R | 0.0 | | 0.0 | | 0.0 | |
| | | EB | EBR | R | R | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | WB | WBR | R | R | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 |

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 4 | Chambers Street & Centre Street | NB | NBL | L | L | -0.4 | -0.4 | -0.8 | -0.8 | -0.8 | -0.7 |
| | | | NBT | T | T | -0.4 | | -0.8 | | -0.7 | |
| | | SB | SBT | TR | T | -0.5 | -0.5 | -0.5 | -0.5 | -1.1 | -1.1 |
| | | | SBR | | R | -0.6 | | -0.8 | | -1.0 | |
| | | EB | EBR | R | R | 0.0 | 0.0 | 0.1 | 0.1 | -0.4 | -0.4 |
| 5a | Canal Street & Hudson Street/Holland Tunnel On-Ramp | NB | NBL | LTR | L | 0.0 | -0.1 | 0.0 | -0.5 | 0.0 | -0.2 |
| | | | NBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | NBR | | R | -0.9 | | -1.5 | | -0.7 | |
| | | | NBR2 | R2 | R2 | 0.0 | | -0.4 | | -1.0 | |
| | | EB | EBL2 | L2L | L2 | 0.0 | -0.5 | -0.1 | -0.9 | 0.0 | -0.5 |
| | | | EBL | | L | -1.2 | | -1.8 | | -0.9 | |
| | | | EBT | T | T | -0.2 | | -0.4 | | -0.4 | |
| | | WB | WBT | T | T | -0.8 | -0.8 | -2.0 | -2.0 | 0.0 | 0.0 |
| | | | WBR | R | R | -1.2 | | -1.8 | | 0.0 | |
| 5b | Canal Street & Holland Tunnel On-Ramp | EB | EBT | T | T | -0.3 | -0.3 | -0.6 | -0.6 | -0.4 | -0.4 |
| | | WB | WBT | T | T | -0.9 | -0.4 | -2.1 | -1.2 | 0.0 | -0.1 |
| | | | WBR | R | R | 0.0 | | 0,0 | | 0.0 | |
| 7a | Canal Street S & West Street | NB | NBT | T | T | 0.0 | -0.1 | -0.1 | -0.1 | -0.1 | -0.1 |
| | | | NBR | R | R | -0.2 | | -0.7 | | 0.0 | |
| | | SB | SBL | L | L | -0.3 | -0.2 | -0.9 | -0.3 | -0.6 | -0.4 |
| | | | SBT | T | T | -0.1 | | -0.2 | | -0.4 | |

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 7b | Canal Street N & West Street | NB | NBT | T | T | 0.0 | 0.0 | -0.1 | -0.1 | -0.1 | -0.1 |
| | | SB | SBT | T | T | -0.1 | -0.1 | -0.3 | -0.3 | -0.4 | -0.4 |
| | | WB | WBL | LR | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | WBR | | R | 0.0 | | 0.0 | | 0.0 | |
| 9 | West Street & Albany Street | NB | NBT | T | T | -0.1 | -0.1 | -0.2 | -0.2 | -0.2 | -0.2 |
| | | | NBR | TR | R | 0.0 | | 0.0 | | -0.2 | |
| | | SB | SBL | | L | -5.3 | 0.0 | 0.0 | -0.1 | 0.0 | -0.3 |
| | | | SBT | T | T | 0.0 | | -0.1 | | -0.3 | |
| | | | SBR | R | R | -0.1 | | -0.1 | | -0.1 | |
| | | EB | EBL | L | L | 0.0 | 0.0 | 2.7 | 0.7 | 0.0 | 0.0 |
| | | | EBT | T | T | 0.0 | | -1.1 | | 0.0 | |
| | | | EBR | R | R | 0.1 | | 0.0 | | 0.0 | |
| 10 | West Street & Vesey Street | NB | NBL | L | L | 0.0 | -0.1 | 0.0 | -0.2 | 0.0 | -0.2 |
| | | | NBT | T | T | -0.1 | | -0.2 | | -0.2 | |
| | | SB | SBT | T | T | 0.0 | 0.0 | -0.1 | -0.1 | -0.2 | -0.2 |
| | | | SBR | R | R | -0.1 | | -0.1 | | -0.1 | |
| | | EB | EBL | L | L | 0.0 | 0.0 | -0.1 | 0.0 | 0.0 | -0.0 |
| | | | EBR | R | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | LT | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | WBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | WBR | R | R | 0.0 | | 0.0 | | 0.0 | |

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 11 | West Street & Chambers Street | NB | NBT | T | T | -0.2 | -0.1 | -0.3 | -0.3 | -0.3 | -0.3 |
| | | | NBR | TR | T | 0.0 | | -0.2 | | -0.2 | |
| | | SB | SBL | L | L | -0.1 | -0.1 | -0.1 | -0.1 | -0.4 | -0.3 |
| | | | SBT | T | T | 0.0 | | -0.1 | | -0.3 | |
| | | | SBR | R | R | -0.1 | | -0.2 | | -0.2 | |
| | | EB | EBL | LTR | L | -0.1 | 0.0 | -0.1 | -0.1 | 0.0 | 0.0 |
| | | | EBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | EBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | LT | L | 0.0 | 0.0 | 0.0 | -0.1 | 0.0 | 0.0 |
| | | | WBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | WBR | R | R | 0.0 | | -0.1 | | 0.0 | |
| 14 | Canal Street/Manhattan Bridge & Bowery | EB | EBT | T | T | -0.7 | -0.7 | -1.6 | -1.4 | -1.1 | -1.0 |
| | | | EBR | R | R | 0.0 | | -0.2 | | -0.3 | |
| | | WB | WBT | T | T | -0.7 | -0.7 | -1.0 | -1.0 | -2.0 | -2.0 |
| | | NB | NBT | T | T | 0.0 | -0.7 | -0.2 | -1.7 | -0.2 | -1.2 |
| | | | NBR | R | R | -0.7 | | -1.7 | | -1.2 | |
| | | SB | SBL | L | L | -1.3 | -1 | -2.3 | -1.6 | -2.2 | -2.4 |
| | | | SBT | TR | T | -0.5 | | -1.2 | | -3.4 | |
| | | | SBR | | R | -0.7 | | -0.7 | | -1.0 | |
| 15 | Manhattan Bridge & Bowery | NB | NBT | T | T | -0.1 | -0.1 | -0.3 | -0.3 | -0.3 | -0.3 |
| | | SB | SBT | T | T | -1.0 | -1.0 | -1.9 | -1.9 | -2.4 | -2.4 |
| | | WB | WBR | R | R | -1.7 | -1.7 | -2.8 | -2.8 | -2.7 | -2.7 |

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | PM | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 18 | 6th Avenue & Watts Street | WB | WBT | TR | T | -0.3 | -0.3 | -0.5 | -0.5 | -0.4 | -0.4 |
| | | | WBR | | R | 0.0 | | -0.1 | | 0.0 | |
| | | NB | NBL | LT | L | -0.6 | -0.4 | -1.1 | -0.7 | -1.2 | -1.1 |
| | | | NBT | | T | -0.4 | | -0.7 | | -1.0 | |
| 19 | Canal Street & 6th Avenue/Laight Street | NEB | NER | R | R | -0.4 | -0.4 | -0.9 | -0.9 | -1.1 | -1.1 |
| | | NB | NBL | LTR | L | -0.2 | -0.3 | -0.5 | -0.5 | -0.7 | -0.8 |
| | | | NBT | | T | -0.3 | | -0.4 | | -0.8 | |
| | | | NBR | | R | 0.0 | | -1.2 | | -1.2 | |
| | | EB | EBT | T | T | -0.3 | -0.3 | -0.4 | -0.4 | -0.4 | -0.4 |
| | | WB | WBT | TR | T | -0.3 | -0.3 | -0.4 | -0.3 | -0.3 | -0.5 |
| | | | WBR | | R | -0.3 | | -0.3 | | -0.5 | |

Table 6. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Queens Midtown Tunnel Study Area – With Action Peak Hour (No Mitigation)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | MD | | LN | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE |
| 1 | E 37th Street & 3rd Avenue | NB | NBL | L | L | -1.0 | -0.4 | -0.6 | -0.4 |
| | | | NBT | T | T | -0.4 | | -0.4 | |
| | | WB | WBT | T | T | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | WBR | R | R | 0.0 | | 0.1 | |
| 2 | E 36th Street & 2nd Avenue | SB | SBL | L | L | -0.7 | -0.2 | -0.6 | -0.3 |
| | | | SBT | T | T | -0.1 | | -0.2 | |
| | | EB | EBT | T | T | -0.5 | -0.4 | -0.4 | -0.4 |
| | | | EBR | TR | R | 0.0 | | -0.3 | |
| | | WB | WBL | L | L | 0.0 | | 0.0 | |
| 3 | E 34th Street & 3rd Avenue | NB | NBL | LT | L | -0.1 | -0.4 | -0.1 | -0.3 |
| | | | NBT | T | T | -0.5 | | -0.3 | |
| | | | NBR | R | R | -0.3 | | -0.1 | |
| | | EB | EBT | T | T | -0.5 | -0.5 | -0.6 | -0.6 |
| | | WB | WBT | T | T | -0.3 | -0.3 | -0.5 | -0.5 |
| | | | WBR | R | R | -0.1 | | -0.3 | |
| 4 | E 35th Street & 3rd Avenue | NB | NBL | LT | L | -0.2 | -0.4 | -0.2 | -0.3 |
| | | | NBT | T | T | -0.4 | | -0.3 | |
| | | WB | WBT | T | T | -0.4 | -0.3 | -0.6 | -0.6 |
| | | | WBR | TR | R | -0.1 | | -0.4 | |

Table 6. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Queens Midtown Tunnel Study Area - With Action Peak Hour (No Mitigation) (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | MD | | LN | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE |
| 5 | E 34th Street & 2nd Ave | SB | SBL | L | L | 0.0 | -0.1 | -0.1 | -0.2 |
| | | | SBT | T | T | -0.1 | | -0.2 | |
| | | | SBR | R | R | -0.4 | | -0.2 | |
| | | EB | EBT | T | T | -0.3 | -0.2 | -0.2 | -0.2 |
| | | | EBR | TR | R | 0.0 | | -0.1 | |
| | | WB | WBT | T | T | -0.5 | -0.5 | -0.5 | -0.5 |
| 6 | E 35th Street & 2nd Ave | SB | SBT | T | T | -0.1 | -0.1 | -0.2 | -0.2 |
| | | | SBR | R | R | -0.2 | | -0.1 | |
| | | EB | EBR | R | R | 0.0 | 0.0 | -0.3 | -0.3 |
| | | WB | WBT | T | T | -0.1 | -0.1 | -0.4 | -0.4 |
| | | | WBL | L | L | -0.1 | | -0.3 | |

Table 7. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Red Hook Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | MD | | LN | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 1 | Hamilton Avenue, Clinton Street & West 9th Street | EB | EBT | TR | T | 0.0 | 0.0 | -0.2 | -0.2 | 0.0 | 0.0 |
| | | | EBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | NB | NBL | LT | L | 0.0 | -0.0 | 0.0 | -0.1 | 0.0 | -0.3 |
| | | | NBT | | T | 0.0 | | -0.1 | | -0.3 | |
| | | SB (at West 9th) | SBT | TR | T | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | | SBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | SB (at Clinton St) | SBL | L | L | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SBT | LTR | T | 0.1 | | 0.0 | | 0.0 | |
| | | | SBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | L | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | WBT | T | T | 0.0 | | 0.0 | | 0.0 | |
| 2 | Hamilton Avenue NB & West 9th Street | NB | NBT | T | T | -0.1 | -0.1 | -0.1 | -0.1 | -0.4 | -0.4 |
| | | WB | WBR | R | R | 0.0 | -0.0 | -0.2 | -0.2 | -0.4 | -0.4 |

Table 81. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - RFK Bridge Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | PM | | LN | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 1 | 126th Street and 2nd Avenue | NW | NWL2 | L | L2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | NWL | | L | 0.0 | | 0.0 | | 0.0 | |
| | | | NWR | R | R | 0.0 | | 0.0 | | 0.0 | |
| | | SB | SBT | TR | T | -0.2 | -0.2 | -0.4 | -0.4 | -0.1 | -0.2 |
| | | | SBR | | R | -0.1 | | -0.5 | | -0.8 | |
| | | WB | WBL | L | L | -0.2 | -0.1 | -0.3 | -0.3 | 0.0 | -0.1 |
| | | | WBT | T | T | -0.1 | | -0.4 | | -0.1 | |
| | | | WBR | R | R | -0.1 | | -0.4 | | -0.2 | |
| 2 | 125th Street and 2nd Avenue | SB | SBL | L | L | 0.0 | -0.3 | -0.2 | -0.4 | 0.4 | -0.3 |
| | | | SBT | TR | T | -0.4 | | -0.6 | | -0.3 | |
| | | | SBR | | R | -0.4 | | -0.7 | | -0.9 | |
| | | SW | SWL | L | L | 0.6 | 0.6 | 2.0 | 2.0 | 0.3 | 0.3 |
| | | | SWR | R | R | 0.6 | | 2.0 | | 0.3 | |
| | | EB | EBT | TR | T | 0.3 | 0.2 | 0.3 | 0.3 | 1.1 | 1.0 |
| | | | EBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | LT | L | -3.5 | -3.2 | -3.4 | -3.6 | -0.5 | -3.9 |
| | | | WBT | | T | -3.1 | | -3.7 | | -4.2 | |

Table 8. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - RFK Bridge Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | PM | | LN | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 11 | E 134th Street & St. Ann's Avenue | NB | NBT | TR | T | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | NBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | SB | SBL | LT | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | EB | EBL | LTR | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | EBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | EBR | | R | 0.0 | | 0.0 | | 0.0 | |
| 22 | St Ann's Ave and Bruckner Blvd | NB | NBL | LTR | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | NBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | NBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | SB | SBL | LTR | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | SBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | SBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | EB | EBL | LTR | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | EBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | EBR | | R | 0.0 | | 0.0 | | 0.0 | |
| | | WB | WBL | LTR | L | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | WBT | | T | 0.0 | | 0.0 | | 0.0 | |
| | | | WBR | | R | 0.0 | | 0.0 | | 0.0 | |

Table 8. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - RFK Bridge Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | AM | | PM | | LN | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE | PCE | DW PCE | PCE | DW PCE |
| 17 | 31st St & Astoria Blvd | NB | NBT | T | T | -0.9 | -0.9 | 0.4 | 0.5 | -7.4 | -6.8 |
| | | | NBR | R | R | -0.5 | | 1.5 | | -3.4 | |
| | | SB | SBT | T | T | -0.1 | -0.1 | -0.5 | -0.5 | -0.4 | -0.4 |
| | | | SBR | R | R | -0.1 | | -0.5 | | -0.4 | |
| | | EB | EBL | L | L | 0.4 | 0.2 | 0.3 | 0.2 | 0.0 | 0.5 |
| | | | EBT | T | T | 0.2 | | 0.2 | | 0.5 | |
| | | | EBR | R | R | 0.1 | | 0.1 | | 0.5 | |
| 24 | Hoyt N & 31st St | NB | NBL | L | L | -0.8 | -1.2 | 0.9 | 0.3 | -8.6 | -5.2 |
| | | | NBT | T | T | -1.2 | | 0.1 | | -3.2 | |
| | | SB | SBT | T | T | -0.3 | -0.2 | -3.3 | -1.4 | -1.3 | -1.1 |
| | | | SBR | R | R | 0.0 | | -0.1 | | -0.2 | |
| | | WB | WBL | L | L | 0.0 | -0.0 | 0.0 | -0.2 | 0.0 | -0.1 |
| | | | WBT | T | T | 0.0 | | -0.2 | | -0.1 | |
| | | | WBR | R | R | 0.0 | | 0.0 | | 0.0 | |
| 3 | Hoyt S & 31st St | NB | NBT | T | T | -0.7 | -0.7 | 0.3 | 0.4 | -6.8 | -6.2 |
| | | | NBR | R | R | -1.1 | | 0.8 | | 1.0 | |
| | | SB | SBL | L | L | 0.0 | -0.1 | 0.0 | -0.4 | 0.0 | -0.3 |
| | | | SBT | T | T | -0.1 | | -0.4 | | -0.4 | |
| | | EB | EBL | L | L | 0.2 | 0.3 | 0.0 | 0.1 | 0.8 | 0.6 |
| | | | EBT | T | T | 0.3 | | 0.2 | | 0.6 | |
| | | | EBR | R | R | 0.1 | | -0.2 | | -0.5 | |

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area – With Action Peak Hour

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | LN | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 1 | E 60th Street & Queensboro Bridge Exit | NB | NBL | LTR | L | -2.6 | -4.3 |
| | | | NBT | | T | -8.3 | |
| | | | NBR | | R | -2.8 | |
| | | EB | EBL | LT | L | | -3.2 |
| | | | EBT | | T | -3.2 | |
| 2 | E 60th Street & 3rd Ave | NB | NBL | L | L | -5.7 | -3.3 |
| | | | NBT | T | T | -3.1 | |
| | | WB | WBT | T | T | -6.4 | -8.6 |
| | | | WBR | R | R | -13.7 | |
| 3 | E 60th Street & York Ave | NB | NBT | T | T | -2.8 | -2.8 |
| | | SB | SBT | T | T | -2.6 | -2.6 |
| | | EB | EBL | L | L | -0.7 | -1.3 |
| | | | EBT | LT | T | 0.0 | |
| | | | EBR | R | R | -2.8 | |
| | | WB | WBL | L | L | 0.0 | 0.0 |
| | | | WBT | T | T | 0.0 | |
| | | | WBR | R | R | 0.0 | |

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | LN | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 4 | E 59th Street & 2nd Ave | EB | EBT | T | T | -8.8 | -7.0 |
| | | | EBR | RR2 | R | 4.1 | |
| | | | EBR2 | | R2 | 6.4 | |
| | | SB | SBL2 | L2 | L2 | -9.1 | -5.6 |
| | | | SBL | L2L | L | 5.6 | |
| | | | SBT | T | T | -4.0 | |
| 5 | E 60th Street & 2nd Ave | NWB | NWL2 | L2 | L2 | -9.0 | -9.2 |
| | | | NWL | L | L | -9.4 | |
| | | SB | SBL2 | L2 | L2 | 3.3 | -4.5 |
| | | | SBT | TR | T | -4.8 | |
| | | | SBR | | R | 0.3 | |
| | | WB | WBL | LT | L | 1.2 | -0.8 |
| | | | WBT | T | T | -15.6 | |
| 6 | E 60th Street & 1st Ave | NB | NBT | T | T | -3.4 | -3.2 |
| | | | NBR | TR | R | 0.5 | |
| | | EB | EBL | L | L | -3.8 | -3.0 |
| | | | EBT | T | T | -2.2 | |
| 7 | E 60th Street & Lexington Ave | SB | SBT | T | T | -3.3 | -3.4 |
| | | | SBR | R | R | -5.3 | |
| | | WB | WBL | L | L | -4.5 | -6.2 |
| | | | WBT | T | T | -6.5 | |
| 8a | E 60th Street & Park Ave NB | NB | NBL | LT | L | -2.7 | -3.3 |
| | | | NBT | T | T | -2.9 | |
| | | | WBT | T | T | -7.8 | |
| | | | WBR | TR | R | -8.7 | |

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | LN | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 8b | E 60th Street & Park Ave NB | SB | SBT | T | T | -2.6 | -2.5 |
| | | | SBR | TR | R | -1.4 | |
| | | WB | WBL | L | L | -3.1 | -6.4 |
| | | | WBT | T | T | -7.2 | |
| 9 | E 60th Street & Madison Ave | NB | NBL | L | L | -7.3 | -3.2 |
| | | | NBT | T | T | -2.7 | |
| | | WB | WBT | T | T | -4.7 | -5.4 |
| | | | WBR | TR | R | -8.5 | |
| 10 | E 62nd Street & Queensboro Bridge Exit | NB | NBT | T | T | 1.8 | 0.9 |
| | | | NBR | R | R | -0.1 | |
| | | EB | EBL | LT | L | -5.9 | -5.2 |
| | | | EBT | T | T | -5.2 | |
| 11 | E 60th Street & 5th Ave | SB | SBT | T | T | -4.5 | -4.3 |
| | | | SBR | R | R | -3.1 | |
| | | WB | WBL | L | L | -4.8 | -5.8 |
| | | | WBT | T | T | -6.6 | |
| 12 | E 63rd Street & York Ave | NB | NBT | T | T | -4.5 | -3.8 |
| | | | NBR | TR | R | -3.2 | |
| | | SB | SBL | L | L | -0.3 | -1.9 |
| | | | SBT | T | T | -2.5 | |
| | | | SBR | TR | R | -4.0 | |
| | | WB | WBL | L | L | -1.1 | -2.0 |
| | | | WBT | LT | T | -1.8 | |
| | | | WBR | TR | R | -7.1 | |

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | LN | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 13 | E 53rd Street & FDR Drive | SB | SBR | R | R | -3.6 | -3.6 |
| | | SWB | SWR | R | R | 0.9 | 0.9 |
| 14 | E 61st Street & 5th Ave | SB | SBT | T | T | -3.6 | -3.6 |
| | | WB | WBL | L | L | -7.4 | -7.4 |
| 15 | E 65th Street & 5th Ave | SB | SBL | LT | L | -2.8 | -3.1 |
| | | | SBT | T | T | -3.1 | |
| | | EB | EBT | T | T | -2.3 | -2.4 |
| | | | EBR | R | R | -3.1 | |
| 16 | E 66th Street & 5th Avenue | SB | SBT | T | T | -3.9 | -3.5 |
| | | | SBR | TR | R | -2.1 | |
| | | WB | WBL | LT | L | -0.2 | -0.6 |
| | | | WBT | T | T | -0.7 | |
| 17 | E 79th Street & 5th Ave | SB | SBL | LT | L | -0.4 | -4.0 |
| | | | SBT | T | T | -4.1 | |
| | | | SBR | TR | R | -4.5 | |
| | | EB | EBT | T | T | -2.9 | -3.2 |
| | | | EBR | R | R | -4.5 | |
| | | WB | WBL | L | L | -7.2 | -3.4 |
| | | | WBT | T | T | -2.7 | |

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area - With Action Peak Hour (Continued)

| Intersection # | Intersection Name | Approach | Movement | Lane Group | Movement | LN | |
|---|---|---|---|---|---|---|---|
| | | | | | | PCE | DW PCE |
| 18 | E 71st Street & York Ave | NB | NBL | LT | L | -7.7 | -4.5 |
| | | | NBT | T | T | -4.3 | |
| | | | NBR | TR | R | 0.0 | |
| | | SB | SBL | LT | L | 0.0 | -3.8 |
| | | | SBT | LTR | T | -3.6 | |
| | | | SBR | TR | R | -4.5 | |
| | | WB | WBL | L | L | -2.4 | -2.5 |
| | | | WBT | TR | T | -2.6 | |
| | | | WBR | | R | -2.5 | |

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 4A.1, Transportation: Implementation of Tolls in the Best Practice Model

2024

Final EA Appendix 4A Table 4A.1-5 Daily Drive-Alone Work-Vehicle Trips by Income Entering the Manhattan CBD (2023) — Adopted Toll Structure Added

| INCOME CATEGORY | NO ACTION | SCENARIO A | SCENARIO B | SCENARIO C | SCENARIO D | SCENARIO E | SCENARIO F | SCENARIO G | ADOPTED TOLL STRUCTURE |
|---|---|---|---|---|---|---|---|---|---|
| Lowest Income | 5,234 | 2,614 | 2,566 | 2,608 | 2,652 | 2,468 | 2,452 | 2,517 | 2,585 |
| | Difference | -2,620 | -2,668 | -2,626 | -2,582 | -2,766 | -2,782 | -2,717 | -2,649 |
| | Percentage | -50.1% | -51.0% | -50.2% | -49.3% | -52.8% | -53.2% | -51.9% | -50.6% |
| Medium Income | 209,971 | 122,856 | 120,637 | 118,821 | 116,793 | 112,310 | 114,648 | 117,643 | 116,639 |
| | Difference | -87,115 | -89,334 | -91,150 | -93,178 | -97,661 | -95,323 | -92,337 | -93,332 |
| | Percentage | -41.5% | -42.5% | -43.4% | -44.4% | -46.5% | -45.4% | -44.0% | -44.4% |
| Highest Income | 111,053 | 76,074 | 74,472 | 72,976 | 71,215 | 67,233 | 69,071 | 73,252 | 71,014 |
| | Difference | -34,978 | -36,580 | -38,077 | -39,838 | -43,820 | -41,982 | -37,801 | -40,039 |
| | Percentage | -31.5% | -32.9% | -34.3% | -35.9% | -39.5% | -37.8% | -34.0% | -36.1% |
| **TOTAL** | **326,258** | **201,545** | **197,675** | **194,405** | **190,659** | **182,012** | **186,171** | **193,403** | **190,238** |
| | **Difference** | **-124,713** | **-128,583** | **-131,853** | **-135,599** | **-144,246** | **-140,087** | **-132,855** | **-136,020** |
| | **Percentage** | **-38.2%** | **-39.4%** | **-40.4%** | **-41.6%** | **-44.2%** | **-42.9%** | **-40.7%** | **-41.7%** |

Source: Best Practice Model, WSP

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 4A.2, Transportation:
# Travel Forecast Tolling Scenario Detailed Tables (2023 and 2045)

2024

Final EA Appendix 4A2, Table 4A.2-1. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **1,414,585** | **1,213,964** | **1,209,856** | **1,186,011** | **1,165,190** | **1,148,053** | **1,171,689** | **1,190,707** | 1,186,595 | **-14%** | **-14%** | **-16%** | **-18%** | **-19%** | **-17%** | **-16%** | -16.1% |
| **Inbound** | **716,150** | **605,913** | **590,895** | **592,015** | **581,926** | **573,295** | **585,168** | **594,002** | 591,969 | **-15%** | **-17%** | **-17%** | **-19%** | **-20%** | **-18.3%** | **-17.1%** | -17.3% |
| **Outbound** | **698,410** | **608,023** | **593,230** | **593,964** | **583,232** | **574,733** | **586,493** | **596,676** | 594,626 | **-13%** | **-15%** | **-15%** | **-16%** | **-18%** | **-16%** | **-15%** | -14.9% |
| *RUC* | | | | | | | | | | - | - | - | - | - | - | - | - |
| 60th Street | 530,784 | 448,516 | 449,884 | 432,313 | 415,589 | 411,849 | 425,651 | 441,908 | 438,182 | -15.5% | -15.2% | -18.6% | -21.7% | -22.4% | -19.8% | -16.7% | -17.4% |
| Inbound | 276,466 | 220,659 | 217,484 | 208,405 | 198,437 | 196,294 | 204,011 | 216,999 | 213,346 | -20.2% | -21.3% | -24.6% | -28.2% | -29.0% | -26.2% | -21.5% | -22.8% |
| Outbound | 254,307 | 227,843 | 225,799 | 223,892 | 217,136 | 215,545 | 221,627 | 224,896 | 224,836 | -10.4% | -11.2% | -12.0% | -14.6% | -15.2% | -12.9% | -11.6% | -11.6% |
| FDR DRIVE+WEST SIDE HWY | 291,185 | 276,569 | 277,869 | 273,016 | 265,672 | 263,647 | 270,783 | 274,822 | 275,188 | -5.0% | -4.6% | -6.2% | -8.8% | -9.5% | -7.0% | -5.6% | -5.5% |
| West Side Highway / Route 9A | 122,140 | 112,694 | 113,191 | 110,074 | 106,877 | 105,727 | 108,784 | 111,538 | 111,265 | -7.7% | -7.3% | -9.9% | -12.5% | -13.4% | -10.9% | -8.7% | -8.9% |
| *am* | *25,702* | *25,071* | *24,997* | *24,489* | *23,993* | *23,769* | *24,316* | *24,818* | 24,631 | *-2.5%* | *-2.7%* | *-4.7%* | *-6.6%* | *-7.5%* | *-5.4%* | *-3.4%* | -4.2% |
| *md* | *35,198* | *32,221* | *32,826* | *32,176* | *30,600* | *30,831* | *31,532* | *32,176* | 32,453 | *-8.5%* | *-6.7%* | *-8.6%* | *-13.1%* | *-12.4%* | *-10.4%* | *-8.6%* | -7.8% |
| *pm* | *26,248* | *25,281* | *25,353* | *24,786* | *24,381* | *24,288* | *24,750* | *25,098* | 25,023 | *-3.7%* | *-3.4%* | *-5.6%* | *-7.1%* | *-7.5%* | *-5.7%* | *-4.4%* | -4.7% |
| *nt* | *34,992* | *30,121* | *30,015* | *28,623* | *27,903* | *26,839* | *28,186* | *29,446* | 29,158 | *-13.9%* | *-14.2%* | *-18.2%* | *-20.3%* | *-23.3%* | *-19.5%* | *-15.8%* | -16.7% |
| FDR Drive | 169,045 | 163,875 | 164,678 | 162,942 | 158,795 | 157,920 | 161,999 | 163,284 | 163,923 | -3.1% | -2.6% | -3.6% | -6.1% | -6.6% | -4.2% | -3.4% | -3.0% |
| *am* | *34,583* | *34,087* | *34,140* | *34,092* | *33,858* | *33,882* | *34,483* | *34,020* | 34,526 | *-1.4%* | *-1.3%* | *-1.4%* | *-2.1%* | *-2.0%* | *-0.3%* | *-1.6%* | -0.2% |
| *md* | *47,506* | *45,244* | *46,147* | *46,139* | *45,226* | *45,310* | *46,489* | *45,180* | 46,125 | *-4.8%* | *-2.9%* | *-2.9%* | *-4.8%* | *-4.6%* | *-2.1%* | *-4.9%* | -2.9% |
| *pm* | *40,079* | *39,049* | *39,133* | *38,753* | *37,976* | *38,038* | *38,679* | *38,916* | 38,710 | *-2.6%* | *-2.4%* | *-3.3%* | *-5.2%* | *-5.1%* | *-3.5%* | *-2.9%* | -3.4% |
| *nt* | *46,877* | *45,495* | *45,258* | *43,958* | *41,735* | *40,690* | *42,348* | *45,168* | 44,562 | *-2.9%* | *-3.5%* | *-6.2%* | *-11.0%* | *-13.2%* | *-9.7%* | *-3.6%* | -4.9% |
| WEST AVENUES | 68,392 | 52,383 | 53,572 | 50,586 | 47,820 | 47,219 | 49,818 | 51,662 | 51,178 | -23.4% | -21.7% | -26.0% | -30.1% | -31.0% | -27.2% | -24.5% | -25.2% |
| West End Ave | 9,898 | 3,684 | 3,763 | 2,894 | 2,325 | 2,136 | 2,721 | 3,747 | 3,520 | -62.8% | -62.0% | -70.8% | -76.5% | -78.4% | -72.5% | -62.1% | -64.4% |
| *am* | *2,312* | *925* | *932* | *681* | *574* | *486* | *629* | *963* | 808 | *-60.0%* | *-59.7%* | *-70.5%* | *-75.2%* | *-79.0%* | *-72.8%* | *-58.3%* | -65.1% |
| *md* | *2,706* | *1,124* | *1,164* | *843* | *674* | *607* | *826* | *1,193* | 1,087 | *-58.5%* | *-57.0%* | *-68.8%* | *-75.1%* | *-77.6%* | *-69.5%* | *-55.9%* | -59.8% |
| *pm* | *2,930* | *1,090* | *1,151* | *1,001* | *733* | *744* | *898* | *1,084* | 1,102 | *-62.8%* | *-60.7%* | *-65.8%* | *-75.0%* | *-74.6%* | *-69.4%* | *-63.0%* | -62.4% |
| *nt* | *1,950* | *545* | *516* | *369* | *344* | *299* | *368* | *507* | 523 | *-72.1%* | *-73.5%* | *-81.1%* | *-82.4%* | *-84.7%* | *-81.1%* | *-74.0%* | -73.2% |
| Broadway | 33,773 | 28,170 | 28,585 | 27,511 | 25,951 | 25,477 | 26,726 | 27,285 | 27,349 | -16.6% | -15.4% | -18.5% | -23.2% | -24.6% | -20.9% | -19.2% | -19.0% |
| *am* | *7,916* | *6,807* | *6,792* | *6,480* | *6,053* | *5,825* | *6,349* | *6,542* | 6,512 | *-14.0%* | *-14.2%* | *-18.1%* | *-23.5%* | *-26.4%* | *-19.8%* | *-17.4%* | -17.7% |
| *md* | *9,108* | *7,000* | *7,239* | *6,826* | *6,094* | *6,065* | *6,520* | *6,773* | 6,899 | *-23.1%* | *-20.5%* | *-25.1%* | *-33.1%* | *-33.4%* | *-28.4%* | *-25.6%* | -24.3% |
| *pm* | *10,673* | *9,138* | *9,398* | *8,991* | *8,694* | *8,557* | *8,694* | *8,965* | 8,972 | *-14.4%* | *-11.9%* | *-15.8%* | *-18.5%* | *-19.8%* | *-18.5%* | *-16.0%* | -15.9% |
| *nt* | *6,076* | *5,225* | *5,156* | *5,214* | *5,110* | *5,030* | *5,163* | *5,005* | 4,966 | *-14.0%* | *-15.1%* | *-14.2%* | *-15.9%* | *-17.2%* | *-15.0%* | *-17.6%* | -18.3% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| Amsterdam | 12,033 | 7,318 | 7,711 | 7,099 | 6,696 | 6,671 | 7,265 | 7,388 | 7,096 | -39.2% | -35.9% | -41.0% | -44.4% | -44.6% | -39.6% | -38.6% | -41.0% |
| *am* | *1,684* | *1,036* | *1,020* | *897* | *955* | *897* | *922* | *1,133* | 983 | *-38.5%* | *-39.4%* | *-46.7%* | *-43.3%* | *-46.7%* | *-45.2%* | *-32.7%* | -41.6% |
| *md* | *3,278* | *1,822* | *1,845* | *1,684* | *1,693* | *1,748* | *1,950* | *1,891* | 1,701 | *-44.4%* | *-43.7%* | *-48.6%* | *-48.4%* | *-46.7%* | *-40.5%* | *-42.3%* | -48.1% |
| *pm* | *5,264* | *3,502* | *3,862* | *3,352* | *2,815* | *2,992* | *3,155* | *3,349* | 3,464 | *-33.5%* | *-26.6%* | *-36.3%* | *-46.5%* | *-43.2%* | *-40.1%* | *-36.4%* | -34.2% |
| *nt* | *1,807* | *958* | *984* | *1,166* | *1,233* | *1,034* | *1,238* | *1,015* | 948 | *-47.0%* | *-45.5%* | *-35.5%* | *-31.8%* | *-42.8%* | *-31.5%* | *-43.8%* | -47.5% |
| Columbus Ave | 8,945 | 9,615 | 9,955 | 9,318 | 9,112 | 9,237 | 9,233 | 9,751 | 9,551 | 7.5% | 11.3% | 4.2% | 1.9% | 3.3% | 3.2% | 9.0% | 6.8% |
| *am* | *2,651* | *2,663* | *2,790* | *2,598* | *2,566* | *2,609* | *2,629* | *2,753* | 2,716 | *0.5%* | *5.2%* | *-2.0%* | *-3.2%* | *-1.6%* | *-0.8%* | *3.8%* | 2.5% |
| *md* | *3,170* | *3,188* | *3,483* | *3,192* | *3,155* | *3,162* | *3,092* | *3,254* | 3,183 | *0.6%* | *9.9%* | *0.7%* | *-0.5%* | *-0.3%* | *-2.5%* | *2.6%* | 0.4% |
| *pm* | *1,801* | *1,781* | *1,837* | *1,749* | *1,715* | *1,755* | *1,778* | *1,772* | 1,817 | *-1.1%* | *2.0%* | *-2.9%* | *-4.8%* | *-2.6%* | *-1.3%* | *-1.6%* | 0.9% |
| *nt* | *1,323* | *1,983* | *1,845* | *1,779* | *1,676* | *1,711* | *1,734* | *1,972* | 1,835 | *49.9%* | *39.5%* | *34.5%* | *26.7%* | *29.3%* | *31.1%* | *49.1%* | 38.7% |
| Eighth Avenue | 3,743 | 3,596 | 3,558 | 3,764 | 3,736 | 3,698 | 3,873 | 3,491 | 3,662 | -3.9% | -4.9% | 0.6% | -0.2% | -1.2% | 3.5% | -6.7% | -2.2% |
| *am* | *643* | *698* | *664* | *770* | *932* | *871* | *921* | *633* | 768 | *8.6%* | *3.3%* | *19.8%* | *44.9%* | *35.5%* | *43.2%* | *-1.6%* | 19.4% |
| *md* | *1,011* | *880* | *910* | *896* | *854* | *867* | *864* | *832* | 883 | *-13.0%* | *-10.0%* | *-11.4%* | *-15.5%* | *-14.2%* | *-14.5%* | *-17.7%* | -12.7% |
| *pm* | *1,253* | *1,182* | *1,166* | *1,212* | *1,159* | *1,182* | *1,240* | *1,198* | 1,177 | *-5.7%* | *-6.9%* | *-3.3%* | *-7.5%* | *-5.7%* | *-1.0%* | *-4.4%* | -6.1% |
| *nt* | *836* | *836* | *818* | *886* | *791* | *778* | *848* | *828* | 834 | *0.0%* | *-2.2%* | *6.0%* | *-5.4%* | *-6.9%* | *1.4%* | *-1.0%* | -0.2% |
| EAST AVENUES | 171,207 | 119,564 | 118,443 | 108,711 | 102,097 | 100,983 | 105,050 | 115,424 | 111,816 | -30.2% | -30.8% | -36.5% | -40.4% | -41.0% | -38.6% | -32.6% | -34.7% |
| Fifth Avenue | 12,394 | 9,575 | 9,598 | 9,055 | 8,318 | 8,258 | 8,660 | 9,327 | 9,051 | -22.7% | -22.6% | -26.9% | -32.9% | -33.4% | -30.1% | -24.7% | -27.0% |
| *am* | *3,768* | *3,168* | *3,166* | *2,981* | *2,738* | *2,691* | *2,945* | *3,068* | 2,977 | *-15.9%* | *-16.0%* | *-20.9%* | *-27.3%* | *-28.6%* | *-21.8%* | *-18.6%* | -21.0% |
| *md* | *4,709* | *3,392* | *3,497* | *3,222* | *2,939* | *2,927* | *3,073* | *3,330* | 3,233 | *-28.0%* | *-25.7%* | *-31.6%* | *-37.6%* | *-37.8%* | *-34.7%* | *-29.3%* | -31.3% |
| *pm* | *2,150* | *1,606* | *1,634* | *1,582* | *1,465* | *1,493* | *1,530* | *1,614* | 1,556 | *-25.3%* | *-24.0%* | *-26.4%* | *-31.9%* | *-30.6%* | *-28.8%* | *-24.9%* | -27.6% |
| *nt* | *1,767* | *1,409* | *1,301* | *1,270* | *1,176* | *1,147* | *1,112* | *1,315* | 1,285 | *-20.3%* | *-26.4%* | *-28.1%* | *-33.4%* | *-35.1%* | *-37.1%* | *-25.6%* | -27.3% |
| Madison Avenue | 3,727 | 3,171 | 3,231 | 3,118 | 2,959 | 2,878 | 2,926 | 3,140 | 3,110 | -14.9% | -13.3% | -16.3% | -20.6% | -22.8% | -21.5% | -15.7% | -16.6% |
| *am* | *462* | *433* | *432* | *424* | *428* | *430* | *437* | *420* | 430 | *-6.3%* | *-6.5%* | *-8.2%* | *-7.4%* | *-6.9%* | *-5.4%* | *-9.1%* | -6.9% |
| *md* | *936* | *867* | *883* | *855* | *857* | *859* | *856* | *829* | 842 | *-7.4%* | *-5.7%* | *-8.7%* | *-8.4%* | *-8.2%* | *-8.5%* | *-11.4%* | -10.0% |
| *pm* | *2,091* | *1,679* | *1,716* | *1,653* | *1,481* | *1,414* | *1,431* | *1,694* | 1,651 | *-19.7%* | *-17.9%* | *-20.9%* | *-29.2%* | *-32.4%* | *-31.6%* | *-19.0%* | -21.0% |
| *nt* | *238* | *192* | *200* | *186* | *193* | *175* | *202* | *197* | 187 | *-19.3%* | *-16.0%* | *-21.8%* | *-18.9%* | *-26.5%* | *-15.1%* | *-17.2%* | -21.4% |
| Park Avenue | 18,411 | 14,583 | 14,538 | 14,191 | 12,968 | 12,668 | 13,336 | 13,959 | 14,000 | -20.8% | -21.0% | -22.9% | -29.6% | -31.2% | -27.6% | -24.2% | -24.0% |
| *am* | *4,828* | *3,901* | *3,905* | *3,799* | *3,558* | *3,353* | *3,652* | *3,772* | 3,719 | *-19.2%* | *-19.1%* | *-21.3%* | *-26.3%* | *-30.6%* | *-24.4%* | *-21.9%* | -23.0% |
| *md* | *4,860* | *3,590* | *3,676* | *3,420* | *3,176* | *3,012* | *3,205* | *3,533* | 3,471 | *-26.1%* | *-24.4%* | *-29.6%* | *-34.7%* | *-38.0%* | *-34.1%* | *-27.3%* | -28.6% |
| *pm* | *5,188* | *4,242* | *4,302* | *4,177* | *3,884* | *3,860* | *4,003* | *4,009* | 4,164 | *-18.2%* | *-17.1%* | *-19.5%* | *-25.1%* | *-25.6%* | *-22.8%* | *-22.7%* | -19.7% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| *nt* | *3,535* | *2,850* | *2,655* | *2,795* | *2,350* | *2,443* | *2,476* | *2,645* | 2,646 | *-19.4%* | *-24.9%* | *-20.9%* | *-33.5%* | *-30.9%* | *-30.0%* | *-25.2%* | -25.1% |
| Lexington Avenue | 14,798 | 10,597 | 10,671 | 9,140 | 7,982 | 7,718 | 8,448 | 10,751 | 9,586 | -28.4% | -27.9% | -38.2% | -46.1% | -47.8% | -42.9% | -27.3% | -35.2% |
| *am* | *3,677* | *2,293* | *2,329* | *2,135* | *1,879* | *1,863* | *1,978* | *2,323* | 2,206 | *-37.6%* | *-36.7%* | *-41.9%* | *-48.9%* | *-49.3%* | *-46.2%* | *-36.8%* | -40.0% |
| *md* | *6,294* | *4,900* | *4,820* | *3,817* | *3,177* | *3,029* | *3,415* | *4,983* | 4,135 | *-22.1%* | *-23.4%* | *-39.4%* | *-49.5%* | *-51.9%* | *-45.7%* | *-20.8%* | -34.3% |
| *pm* | *2,134* | *1,432* | *1,462* | *1,474* | *1,363* | *1,414* | *1,449* | *1,481* | 1,422 | *-32.9%* | *-31.5%* | *-30.9%* | *-36.1%* | *-33.7%* | *-32.1%* | *-30.6%* | -33.4% |
| *nt* | *2,693* | *1,972* | *2,060* | *1,714* | *1,563* | *1,412* | *1,606* | *1,964* | 1,823 | *-26.8%* | *-23.5%* | *-36.4%* | *-42.0%* | *-47.6%* | *-40.4%* | *-27.1%* | -32.3% |
| Third Avenue | 14,212 | 10,537 | 10,490 | 9,783 | 8,558 | 8,341 | 8,795 | 10,054 | 10,530 | -25.9% | -26.2% | -31.2% | -39.8% | -41.3% | -38.1% | -29.3% | -25.9% |
| *am* | *2,388* | *1,990* | *1,826* | *1,834* | *1,676* | *1,553* | *1,659* | *1,859* | 1,983 | *-16.7%* | *-23.5%* | *-23.2%* | *-29.8%* | *-35.0%* | *-30.5%* | *-22.2%* | -17.0% |
| *md* | *5,207* | *3,833* | *3,842* | *3,554* | *2,811* | *2,795* | *2,920* | *3,599* | 3,901 | *-26.4%* | *-26.2%* | *-31.7%* | *-46.0%* | *-46.3%* | *-43.9%* | *-30.9%* | -25.1% |
| *pm* | *4,658* | *3,304* | *3,352* | *3,005* | *2,747* | *2,702* | *2,905* | *3,149* | 3,138 | *-29.1%* | *-28.0%* | *-35.5%* | *-41.0%* | *-42.0%* | *-37.6%* | *-32.4%* | -32.6% |
| *nt* | *1,959* | *1,410* | *1,470* | *1,390* | *1,324* | *1,291* | *1,311* | *1,447* | 1,508 | *-28.0%* | *-25.0%* | *-29.0%* | *-32.4%* | *-34.1%* | *-33.1%* | *-26.1%* | -23.0% |
| Second Avenue | 39,264 | 17,362 | 16,626 | 14,152 | 13,485 | 13,301 | 14,184 | 15,297 | 15,013 | -55.8% | -57.7% | -64.0% | -65.7% | -66.1% | -63.9% | -61.0% | -61.8% |
| *am* | *8,739* | *5,211* | *5,052* | *4,696* | *5,206* | *5,032* | *5,261* | *4,719* | 4,719 | *-40.4%* | *-42.2%* | *-46.3%* | *-40.4%* | *-42.4%* | *-39.8%* | *-46.0%* | -46.0% |
| *md* | *11,336* | *5,009* | *4,687* | *3,681* | *3,266* | *3,394* | *3,674* | *4,618* | 4,135 | *-55.8%* | *-58.7%* | *-67.5%* | *-71.2%* | *-70.1%* | *-67.6%* | *-59.3%* | -63.5% |
| *pm* | *8,793* | *3,753* | *3,710* | *3,362* | *3,274* | *3,143* | *3,337* | *3,437* | 3,473 | *-57.3%* | *-57.8%* | *-61.8%* | *-62.8%* | *-64.3%* | *-62.0%* | *-60.9%* | -60.5% |
| *nt* | *10,396* | *3,389* | *3,177* | *2,413* | *1,739* | *1,732* | *1,912* | *2,523* | 2,686 | *-67.4%* | *-69.4%* | *-76.8%* | *-83.3%* | *-83.3%* | *-81.6%* | *-75.7%* | -74.2% |
| First Avenue | 5,642 | 5,019 | 5,272 | 4,967 | 5,276 | 5,111 | 5,418 | 5,193 | 5,061 | -11.0% | -6.6% | -12.0% | -6.5% | -9.4% | -4.0% | -8.0% | -10.3% |
| *am* | *1,709* | *1,527* | *1,557* | *1,499* | *1,943* | *1,770* | *2,000* | *1,549* | 1,461 | *-10.6%* | *-8.9%* | *-12.3%* | *13.7%* | *3.6%* | *17.0%* | *-9.4%* | -14.5% |
| *md* | *1,319* | *1,416* | *1,407* | *1,341* | *1,226* | *1,226* | *1,358* | *1,432* | 1,431 | *7.4%* | *6.7%* | *1.7%* | *-7.1%* | *-7.1%* | *3.0%* | *8.6%* | 8.5% |
| *pm* | *1,724* | *1,436* | *1,670* | *1,547* | *1,585* | *1,387* | *1,443* | *1,546* | 1,568 | *-16.7%* | *-3.1%* | *-10.3%* | *-8.1%* | *-19.5%* | *-16.3%* | *-10.3%* | -9.0% |
| *nt* | *890* | *640* | *638* | *580* | *522* | *728* | *617* | *666* | 601 | *-28.1%* | *-28.3%* | *-34.8%* | *-41.3%* | *-18.2%* | *-30.7%* | *-25.2%* | -32.5% |
| York Avenue | 23,046 | 13,733 | 13,591 | 12,481 | 11,842 | 11,793 | 12,225 | 13,239 | 12,517 | -40.4% | -41.0% | -45.8% | -48.6% | -48.8% | -47.0% | -42.6% | -45.7% |
| *am* | *4,385* | *2,576* | *2,545* | *2,363* | *2,226* | *2,188* | *2,248* | *2,482* | 2,312 | *-41.3%* | *-42.0%* | *-46.1%* | *-49.2%* | *-50.1%* | *-48.7%* | *-43.4%* | -47.3% |
| *md* | *6,974* | *4,392* | *4,584* | *3,964* | *3,652* | *3,690* | *3,922* | *4,236* | 4,125 | *-37.0%* | *-34.3%* | *-43.2%* | *-47.6%* | *-47.1%* | *-43.8%* | *-39.3%* | -40.9% |
| *pm* | *4,325* | *2,728* | *2,446* | *2,267* | *2,030* | *2,153* | *2,048* | *2,669* | 2,281 | *-36.9%* | *-43.4%* | *-47.6%* | *-53.1%* | *-50.2%* | *-52.6%* | *-38.3%* | -47.3% |
| *nt* | *7,362* | *4,037* | *4,016* | *3,887* | *3,934* | *3,762* | *4,007* | *3,852* | 3,799 | *-45.2%* | *-45.4%* | *-47.2%* | *-46.6%* | *-48.9%* | *-45.6%* | *-47.7%* | -48.4% |
| Ed Koch Queensboro Ramp | 39,713 | 34,987 | 34,426 | 31,824 | 30,709 | 30,915 | 31,058 | 34,464 | 32,948 | -11.9% | -13.3% | -19.9% | -22.7% | -22.2% | -21.8% | -13.2% | -17.0% |
| *am* | *7,646* | *5,244* | *5,284* | *5,092* | *5,084* | *5,235* | *5,223* | *5,196* | 5,172 | *-31.4%* | *-30.9%* | *-33.4%* | *-33.5%* | *-31.5%* | *-31.7%* | *-32.0%* | -32.4% |
| *md* | *15,217* | *12,289* | *11,930* | *10,586* | *9,709* | *9,733* | *9,910* | *11,908* | 11,075 | *-19.2%* | *-21.6%* | *-30.4%* | *-36.2%* | *-36.0%* | *-34.9%* | *-21.7%* | -27.2% |
| *pm* | *7,954* | *5,429* | *5,402* | *4,908* | *4,911* | *4,748* | *4,928* | *5,368* | 5,018 | *-31.7%* | *-32.1%* | *-38.3%* | *-38.3%* | *-40.3%* | *-38.0%* | *-32.5%* | -36.9% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| *nt* | *8,896* | *12,025* | *11,810* | *11,238* | *11,005* | *11,199* | *10,997* | *11,992* | 11,683 | *35.2%* | *32.8%* | *26.3%* | *23.7%* | *25.9%* | *23.6%* | *34.8%* | 31.3% |
| Queens | 268,300 | 226,698 | 225,076 | 226,946 | 237,025 | 235,706 | 238,171 | 222,545 | 223,742 | -15.5% | -16.1% | -15.4% | -11.7% | -12.1% | -11.2% | -17.1% | -16.6% |
| Inbound | 142,596 | 125,030 | 123,032 | 130,029 | 136,799 | 136,652 | 137,229 | 123,298 | 125,520 | -12.3% | -13.7% | -8.8% | -4.1% | -4.2% | -3.8% | -13.5% | -12.0% |
| Outbound | 125,702 | 101,665 | 98,264 | 96,913 | 100,223 | 99,051 | 100,940 | 99,242 | 98,222 | -19.1% | -21.8% | -22.9% | -20.3% | -21.2% | -19.7% | -21.0% | -21.9% |
| Ed Koch Queensboro Bridge | 186,973 | 152,370 | 150,390 | 130,569 | 113,066 | 112,169 | 113,833 | 148,715 | 139,638 | -18.5% | -19.6% | -30.2% | -39.5% | -40.0% | -39.1% | -20.5% | -25.3% |
| *am* | *38,293* | *32,207* | *31,839* | *28,658* | *26,733* | *26,384* | *26,670* | *31,281* | 29,350 | *-15.9%* | *-16.9%* | *-25.2%* | *-30.2%* | *-31.1%* | *-30.4%* | *-18.3%* | -23.4% |
| *md* | *58,127* | *47,256* | *46,789* | *42,846* | *37,359* | *37,496* | *37,849* | *46,252* | 44,088 | *-18.7%* | *-19.5%* | *-26.3%* | *-35.7%* | *-35.5%* | *-34.9%* | *-20.4%* | -24.2% |
| *pm* | *40,997* | *32,279* | *31,961* | *27,824* | *25,524* | *24,984* | *25,738* | *31,564* | 28,913 | *-21.3%* | *-22.0%* | *-32.1%* | *-37.7%* | *-39.1%* | *-37.2%* | *-23.0%* | -29.5% |
| *nt* | *49,556* | *40,628* | *39,801* | *31,241* | *23,450* | *23,305* | *23,576* | *39,618* | 37,287 | *-18.0%* | *-19.7%* | *-37.0%* | *-52.7%* | *-53.0%* | *-52.4%* | *-20.1%* | -24.8% |
| Queens-Midtown Tunnel | 81,327 | 74,328 | 74,686 | 96,377 | 123,959 | 123,537 | 124,338 | 73,830 | 84,104 | -8.6% | -8.2% | 18.5% | 52.4% | 51.9% | 52.9% | -9.2% | 3.4% |
| *am* | *19,352* | *18,072* | *18,054* | *20,872* | *23,344* | *23,234* | *23,540* | *18,078* | 20,139 | *-6.6%* | *-6.7%* | *7.9%* | *20.6%* | *20.1%* | *21.6%* | *-6.6%* | 4.1% |
| *md* | *28,738* | *26,581* | *26,541* | *29,530* | *36,234* | *35,960* | *36,463* | *26,369* | 28,528 | *-7.5%* | *-7.6%* | *2.8%* | *26.1%* | *25.1%* | *26.9%* | *-8.2%* | -0.7% |
| *pm* | *19,615* | *17,474* | *17,660* | *21,456* | *25,582* | *25,387* | *25,443* | *17,326* | 20,395 | *-10.9%* | *-10.0%* | *9.4%* | *30.4%* | *29.4%* | *29.7%* | *-11.7%* | 4.0% |
| *nt* | *13,622* | *12,201* | *12,431* | *24,519* | *38,799* | *38,956* | *38,892* | *12,057* | 15,042 | *-10.4%* | *-8.7%* | *80.0%* | *184.8%* | *186.0%* | *185.5%* | *-11.5%* | 10.4% |
| Brooklyn | 391,603 | 350,510 | 349,383 | 333,372 | 314,584 | 309,743 | 311,458 | 344,495 | 339,505 | -10.5% | -10.8% | -14.9% | -19.7% | -20.9% | -20.5% | -12.0% | -13.3% |
| Inbound | 187,486 | 168,154 | 164,160 | 152,790 | 138,880 | 137,092 | 137,368 | 165,509 | 160,018 | -10.3% | -12.4% | -18.5% | -25.9% | -26.9% | -26.7% | -11.7% | -14.7% |
| Outbound | 204,111 | 182,347 | 177,994 | 180,571 | 175,696 | 172,644 | 174,082 | 178,980 | 179,487 | -10.7% | -12.8% | -11.5% | -13.9% | -15.4% | -14.7% | -12.3% | -12.1% |
| Williamsburg Bridge | 122,207 | 101,542 | 101,260 | 93,732 | 78,130 | 75,951 | 78,004 | 98,789 | 97,247 | -16.9% | -17.1% | -23.3% | -36.1% | -37.9% | -36.2% | -19.2% | -20.4% |
| *am* | *25,067* | *20,643* | *20,367* | *19,853* | *18,651* | *18,153* | *18,242* | *20,011* | 19,907 | *-17.6%* | *-18.7%* | *-20.8%* | *-25.6%* | *-27.6%* | *-27.2%* | *-20.2%* | -20.6% |
| *md* | *34,143* | *28,314* | *28,522* | *27,192* | *23,711* | *23,398* | *24,101* | *27,740* | 27,460 | *-17.1%* | *-16.5%* | *-20.4%* | *-30.6%* | *-31.5%* | *-29.4%* | *-18.8%* | -19.6% |
| *pm* | *30,486* | *26,445* | *26,212* | *24,704* | *20,928* | *20,440* | *20,894* | *25,801* | 25,100 | *-13.3%* | *-14.0%* | *-19.0%* | *-31.4%* | *-33.0%* | *-31.5%* | *-15.4%* | -17.7% |
| *nt* | *32,511* | *26,140* | *26,159* | *21,983* | *14,840* | *13,960* | *14,767* | *25,237* | 24,780 | *-19.6%* | *-19.5%* | *-32.4%* | *-54.4%* | *-57.1%* | *-54.6%* | *-22.4%* | -23.8% |
| Manhattan Bridge | 88,594 | 68,593 | 68,021 | 55,533 | 38,195 | 35,697 | 36,567 | 66,289 | 61,163 | -22.6% | -23.2% | -37.3% | -56.9% | -59.7% | -58.7% | -25.2% | -31.0% |
| *am* | *23,956* | *18,859* | *18,743* | *15,548* | *11,715* | *11,042* | *10,791* | *18,221* | 16,299 | *-21.3%* | *-21.8%* | *-35.1%* | *-51.1%* | *-53.9%* | *-55.0%* | *-23.9%* | -32.0% |
| *md* | *24,322* | *19,680* | *19,369* | *16,184* | *10,759* | *10,020* | *10,688* | *18,987* | 17,432 | *-19.1%* | *-20.4%* | *-33.5%* | *-55.8%* | *-58.8%* | *-56.1%* | *-21.9%* | -28.3% |
| *pm* | *21,763* | *16,699* | *16,736* | *13,701* | *9,699* | *8,974* | *9,219* | *16,080* | 14,654 | *-23.3%* | *-23.1%* | *-37.0%* | *-55.4%* | *-58.8%* | *-57.6%* | *-26.1%* | -32.7% |
| *nt* | *18,553* | *13,355* | *13,173* | *10,100* | *6,022* | *5,661* | *5,869* | *13,001* | 12,778 | *-28.0%* | *-29.0%* | *-45.6%* | *-67.5%* | *-69.5%* | *-68.4%* | *-29.9%* | -31.1% |
| Brooklyn Bridge | 121,147 | 119,354 | 118,751 | 113,780 | 99,005 | 97,657 | 96,384 | 118,810 | 116,878 | -1.5% | -2.0% | -6.1% | -18.3% | -19.4% | -20.4% | -1.9% | -3.5% |
| *am* | *24,876* | *24,638* | *24,551* | *24,001* | *22,907* | *22,683* | *22,419* | *24,480* | 24,203 | *-1.0%* | *-1.3%* | *-3.5%* | *-7.9%* | *-8.8%* | *-9.9%* | *-1.6%* | -2.7% |
| *md* | *33,856* | *33,162* | *32,970* | *31,695* | *27,286* | *27,164* | *26,574* | *32,775* | 32,011 | *-2.0%* | *-2.6%* | *-6.4%* | *-19.4%* | *-19.8%* | *-21.5%* | *-3.2%* | -5.4% |

| | | Daily Volumes | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| *pm* | *27,157* | *26,147* | *25,932* | *25,090* | *23,246* | *23,114* | *22,988* | *25,899* | 25,233 | *-3.7%* | *-4.5%* | *-7.6%* | *-14.4%* | *-14.9%* | *-15.4%* | *-4.6%* | -7.1% |
| *nt* | *35,258* | *35,407* | *35,298* | *32,994* | *25,566* | *24,696* | *24,403* | *35,656* | 35,431 | *0.4%* | *0.1%* | *-6.4%* | *-27.5%* | *-30.0%* | *-30.8%* | *1.1%* | 0.5% |
| Hugh Carey Tunnel | 59,655 | 61,021 | 61,351 | 70,327 | 99,254 | 100,438 | 100,503 | 60,607 | 64,217 | 2.3% | 2.8% | 17.9% | 66.4% | 68.4% | 68.5% | 1.6% | 7.7% |
| *am* | *16,739* | *17,349* | *17,445* | *18,493* | *21,045* | *21,096* | *21,440* | *17,352* | 18,243 | *3.6%* | *4.2%* | *10.5%* | *25.7%* | *26.0%* | *28.1%* | *3.7%* | 9.0% |
| *md* | *18,798* | *18,663* | *18,669* | *20,545* | *28,999* | *28,830* | *28,990* | *18,450* | 19,849 | *-0.7%* | *-0.7%* | *9.3%* | *54.3%* | *53.4%* | *54.2%* | *-1.9%* | 5.6% |
| *pm* | *18,908* | *18,624* | *18,590* | *20,647* | *25,589* | *25,367* | *25,619* | *18,468* | 19,745 | *-1.5%* | *-1.7%* | *9.2%* | *35.3%* | *34.2%* | *35.5%* | *-2.3%* | 4.4% |
| *nt* | *5,210* | *6,385* | *6,647* | *10,642* | *23,621* | *25,145* | *24,454* | *6,337* | 6,380 | *22.6%* | *27.6%* | *104.3%* | *353.4%* | *382.6%* | *369.4%* | *21.6%* | 22.5% |
| New Jersey | 223,898 | 188,240 | 185,513 | 193,380 | 197,992 | 190,755 | 196,409 | 181,759 | 185,166 | -15.9% | -17.1% | -13.6% | -11.6% | -14.8% | -12.3% | -18.8% | -17.3% |
| Inbound | 109,602 | 92,070 | 86,219 | 100,791 | 107,810 | 103,257 | 106,560 | 88,196 | 93,085 | -16.0% | -21.3% | -8.0% | -1.6% | -5.8% | -2.8% | -19.5% | -15.1% |
| Outbound | 114,290 | 96,168 | 91,173 | 92,588 | 90,177 | 87,493 | 89,844 | 93,558 | 92,081 | -15.9% | -20.2% | -19.0% | -21.1% | -23.4% | -21.4% | -18.1% | -19.4% |
| Holland Tunnel | 108,683 | 93,896 | 92,321 | 93,934 | 95,129 | 91,000 | 93,926 | 90,220 | 91,048 | -13.6% | -15.1% | -13.6% | -12.5% | -16.3% | -13.6% | -17.0% | -16.2% |
| *am* | *23,564* | *21,004* | *20,749* | *20,935* | *20,961* | *20,459* | *20,478* | *20,454* | 20,515 | *-10.9%* | *-11.9%* | *-11.2%* | *-11.0%* | *-13.2%* | *-13.1%* | *-13.2%* | -12.9% |
| *md* | *29,507* | *25,253* | *24,765* | *24,970* | *25,026* | *23,860* | *25,310* | *24,329* | 24,265 | *-14.4%* | *-16.1%* | *-15.4%* | *-15.2%* | *-19.1%* | *-14.2%* | *-17.5%* | -17.8% |
| *pm* | *23,778* | *20,848* | *20,700* | *20,854* | *21,078* | *20,120* | *20,216* | *20,366* | 20,251 | *-12.3%* | *-12.9%* | *-12.3%* | *-11.4%* | *-15.4%* | *-15.0%* | *-14.3%* | -14.8% |
| *nt* | *31,834* | *26,791* | *26,107* | *27,175* | *28,064* | *26,561* | *27,922* | *25,071* | 26,017 | *-15.8%* | *-18.0%* | *-14.6%* | *-11.8%* | *-16.6%* | *-12.3%* | *-21.2%* | -18.3% |
| Lincoln Tunnel | 115,215 | 94,344 | 93,192 | 99,446 | 102,863 | 99,755 | 102,483 | 91,539 | 94,118 | -18.1% | -19.1% | -13.7% | -10.7% | *-13.4%* | *-11.1%* | *-20.5%* | -18.3% |
| *am* | *24,429* | *21,961* | *21,786* | *22,644* | *23,212* | *22,660* | *22,816* | *21,565* | 22,136 | *-10.1%* | *-10.8%* | *-7.3%* | *-5.0%* | *-7.2%* | *-6.6%* | *-11.7%* | -9.4% |
| *md* | *33,640* | *26,859* | *26,371* | *27,640* | *28,354* | *27,110* | *28,984* | *25,969* | 26,760 | *-20.2%* | *-21.6%* | *-17.8%* | *-15.7%* | *-19.4%* | *-13.8%* | *-22.8%* | -20.5% |
| *pm* | *26,946* | *22,931* | *22,784* | *23,454* | *23,263* | *22,480* | *22,804* | *22,679* | 22,958 | *-14.9%* | *-15.4%* | *-13.0%* | *-13.7%* | *-16.6%* | *-15.4%* | *-15.8%* | -14.8% |
| *nt* | *30,200* | *22,593* | *22,251* | *25,708* | *28,034* | *27,505* | *27,879* | *21,326* | 22,264 | *-25.2%* | *-26.3%* | *-14.9%* | *-7.2%* | *-8.9%* | *-7.7%* | *-29.4%* | -26.3% |

Final EA Appendix 4A2, Table 4A.2-2. Summary – Vehicle-Miles Traveled (2023) – with Adopted Toll Structure Added

| | Daily VMT | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **Adopted Toll Structure** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **Adopted Toll Structure** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Manhattan CBD** | **3,244,791** | **2,993,214** | **2,998,489** | **2,984,080** | **2,963,211** | **2,946,339** | **3,016,013** | **2,970,819** | **2,955,907** | **-7.8%** | **-7.6%** | **-8.0%** | **-8.7%** | **-9.2%** | **-7.1%** | **-8.4%** | **-8.9%** |
| | | | | | | | | | | | | | | | | | |
| **New York City** | **47,131,752** | **46,743,670** | **46,784,237** | **46,572,720** | **46,461,121** | **46,404,913** | **46,578,412** | **46,713,541** | **46,649,897** | **-0.8%** | **-0.7%** | **-1.2%** | **-1.4%** | **-1.5%** | **-1.2%** | -0.9% | -1.0% |
| Manhattan CBD | 3,244,791 | 2,993,214 | 2,998,489 | 2,984,080 | 2,963,211 | 2,946,339 | 3,016,013 | 2,970,819 | **2,955,907** | -7.8% | -7.6% | -8.0% | -8.7% | -9.2% | -7.1% | -8.4% | -8.9% |
| CBD Core | 1,217,727 | 1,150,843 | 1,152,471 | 1,161,407 | 1,159,162 | 1,147,545 | 1,183,476 | 1,142,077 | **1,138,038** | -5.5% | -5.4% | -4.6% | -4.8% | -5.8% | -2.8% | -6.2% | -6.5% |
| Peripheral Highways (south of 60th Street; excluded from the toll) | 2,027,064 | 1,842,371 | 1,846,018 | 1,822,673 | 1,804,049 | 1,798,794 | 1,832,537 | 1,828,742 | **1,817,869** | -9.1% | -8.9% | -10.1% | -11.0% | -11.3% | -9.6% | -9.8% | -10.3% |
| *RT9A - S of 60th* | *610,657* | *510,785* | *513,887* | *493,396* | *485,167* | *486,404* | *501,603* | *508,951* | **496,172** | *-16.4%* | *-15.8%* | *-19.2%* | *-20.5%* | *-20.3%* | *-17.9%* | *-16.7%* | -18.7% |
| *FDR - S of 60th* | *720,682* | *725,459* | *729,706* | *718,820* | *705,903* | *710,555* | *721,421* | *727,101* | **723,376** | *0.7%* | *1.3%* | *-0.3%* | *-2.1%* | *-1.4%* | *0.1%* | *0.9%* | 0.4% |
| *Bridge & Tunnels - S of 60th** | *695,725* | *606,127* | *602,425* | *610,457* | *612,979* | *601,835* | *609,513* | *592,690* | **598,321** | *-12.9%* | *-13.4%* | *-12.3%* | *-11.9%* | *-13.5%* | *-12.4%* | *-14.8%* | -14.0% |
| Zone 1 | 2,218,077 | 2,049,561 | 2,049,528 | 2,004,366 | 1,955,714 | 1,944,168 | 1,962,310 | 2,031,243 | **2,020,291** | -7.6% | -7.6% | -9.6% | -11.8% | -12.3% | -11.5% | -8.4% | -8.9% |
| Manhattan: 60th St - 82nd St | 687,178 | 611,298 | 614,228 | 596,527 | 579,197 | 576,383 | 588,785 | 605,889 | **601,995** | -11.0% | -10.6% | -13.2% | -15.7% | -16.1% | -14.3% | -11.8% | -12.4% |
| Long Island City | 634,642 | 576,941 | 574,378 | 573,434 | 584,367 | 581,662 | 585,542 | 569,080 | **570,837** | -9.1% | -9.5% | -9.6% | -7.9% | -8.3% | -7.7% | -10.3% | -10.1% |
| Downtown Brooklyn | 507,721 | 490,094 | 489,809 | 469,669 | 438,875 | 434,721 | 434,188 | 487,809 | **480,437** | -3.5% | -3.5% | -7.5% | -13.6% | -14.4% | -14.5% | -3.9% | -5.4% |
| Williamsburg | 388,536 | 371,228 | 371,113 | 364,736 | 353,275 | 351,402 | 353,795 | 368,465 | **367,022** | -4.5% | -4.5% | -6.1% | -9.1% | -9.6% | -8.9% | -5.2% | -5.5% |
| Zone 2 | 6,660,953 | 6,626,001 | 6,630,016 | 6,588,313 | 6,578,676 | 6,568,162 | 6,596,549 | 6,615,308 | **6,597,042** | -0.5% | -0.5% | -1.1% | -1.2% | -1.4% | -1.0% | -0.7% | -1.0% |
| Manhattan: 82nd St - 126th St | 1,683,098 | 1,664,870 | 1,674,332 | 1,654,877 | 1,629,759 | 1,624,558 | 1,644,204 | 1,674,029 | **1,661,651** | -1.1% | -0.5% | -1.7% | -3.2% | -3.5% | -2.3% | -0.5% | -1.3% |
| Inner Brooklyn | 2,382,944 | 2,364,550 | 2,364,723 | 2,342,062 | 2,352,282 | 2,350,184 | 2,351,128 | 2,356,477 | **2,347,680** | -0.8% | -0.8% | -1.7% | -1.3% | -1.4% | -1.3% | -1.1% | -1.5% |
| Inner Queens | 2,594,911 | 2,596,581 | 2,590,961 | 2,591,374 | 2,596,635 | 2,593,420 | 2,601,217 | 2,584,802 | **2,587,711** | 0.1% | -0.2% | -0.1% | 0.1% | -0.1% | 0.2% | -0.4% | -0.3% |
| Zone 3 | 35,007,931 | 35,074,894 | 35,106,204 | 34,995,961 | 34,963,520 | 34,946,244 | 35,003,540 | 35,096,171 | **35,076,657** | 0.2% | 0.3% | 0.0% | -0.1% | -0.2% | 0.0% | 0.3% | 0.2% |
| Upper Manhattan: Above 126th St | 1,668,523 | 1,666,606 | 1,673,122 | 1,655,734 | 1,629,152 | 1,623,144 | 1,633,549 | 1,676,495 | **1,657,746** | -0.1% | 0.3% | -0.8% | -2.4% | -2.7% | -2.1% | 0.5% | -0.6% |
| Outer Brooklyn | 6,682,723 | 6,685,405 | 6,695,192 | 6,683,132 | 6,677,077 | 6,672,230 | 6,674,480 | 6,701,884 | **6,702,651** | 0.0% | 0.2% | 0.0% | -0.1% | -0.2% | -0.1% | 0.3% | 0.3% |
| Outer Queens | 15,180,594 | 15,139,719 | 15,150,768 | 15,086,757 | 15,101,340 | 15,099,256 | 15,119,805 | 15,121,886 | **15,120,999** | -0.3% | -0.2% | -0.6% | -0.5% | -0.5% | -0.4% | -0.4% | -0.4% |
| Staten Island | 3,986,457 | 4,071,055 | 4,078,180 | 4,078,983 | 4,076,004 | 4,085,745 | 4,080,602 | 4,098,570 | **4,094,175** | 2.1% | 2.3% | 2.3% | 2.2% | 2.5% | 2.4% | 2.8% | 2.7% |
| Bronx | 7,489,634 | 7,512,109 | 7,508,942 | 7,491,355 | 7,479,947 | 7,465,869 | 7,495,104 | 7,497,336 | **7,501,086** | 0.3% | 0.3% | 0.0% | -0.1% | -0.3% | 0.1% | 0.1% | 0.2% |
| | | | | | | | | | | | | | | | | | |
| New York State | 122,186,497 | 121,752,302 | 121,789,089 | 121,438,634 | 121,227,956 | 121,111,122 | 121,464,091 | 121,662,622 | **121,544,202** | -0.4% | -0.3% | -0.6% | -0.8% | -0.9% | -0.6% | -0.4% | -0.5% |
| New York City | 47,131,752 | 46,743,670 | 46,784,237 | 46,572,720 | 46,461,121 | 46,404,913 | 46,578,412 | 46,713,541 | **46,649,897** | -0.8% | -0.7% | -1.2% | -1.4% | -1.5% | -1.2% | -0.9% | -1.0% |
| Long Island | 41,585,545 | 41,609,407 | 41,595,736 | 41,546,248 | 41,503,705 | 41,497,676 | 41,598,789 | 41,573,420 | **41,565,355** | 0.1% | 0.0% | -0.1% | -0.2% | -0.2% | 0.0% | 0.0% | 0.0% |
| Upstate | 33,469,200 | 33,399,225 | 33,409,116 | 33,319,666 | 33,263,130 | 33,208,533 | 33,286,890 | 33,375,661 | **33,328,950** | -0.2% | -0.2% | -0.4% | -0.6% | -0.8% | -0.5% | -0.3% | -0.4% |
| Connecticut | 34,909,870 | 34,878,673 | 34,856,848 | 34,830,279 | 34,846,493 | 34,842,671 | 34,893,239 | 34,844,682 | **34,812,699** | -0.1% | -0.2% | -0.2% | -0.2% | -0.2% | 0.0% | -0.2% | -0.3% |
| New Jersey | 97,578,100 | 97,594,939 | 97,590,826 | 97,748,567 | 97,733,034 | 97,665,181 | 97,768,338 | 97,642,310 | **97,638,773** | 0.0% | 0.0% | 0.2% | 0.2% | 0.1% | 0.2% | 0.1% | 0.1% |
| **Total** | **254,674,467** | **254,225,914** | **254,236,763** | **254,017,480** | **253,807,483** | **253,618,974** | **254,125,668** | **254,149,614** | **253,995,674** | **-0.2%** | **-0.2%** | **-0.3%** | **-0.3%** | **-0.4%** | **-0.2%** | **-0.2%** | -0.3% |

Final EA Appendix 4A2, Table 4A.2-3. Transit Boardings by Mode (2023) – with Adopted Toll Structure Added

| | Transit Boardings (AM Period) | | | | | | | | | Change | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | | Scenario | | | | | | | | Scenario | | | | | | | | Scenario | | | | | | | |
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Total Volume** | **6,352,866** | **6,432,577** | **6,434,921** | **6,449,184** | **6,457,649** | **6,465,941** | **6,461,019** | **6,438,473** | **6,443,328** | **79,711** | **82,055** | **96,318** | **104,784** | **113,075** | **108,154** | **85,607** | **90,462** | **1.3%** | **1.3%** | **1.5%** | **1.6%** | **1.8%** | **1.7%** | **1.3%** | **1.4%** |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Commuter Rail** | **454,520** | **456,756** | **457,863** | **459,632** | **461,635** | **463,109** | **462,013** | **458,867** | **459,622** | **2,236** | **3,343** | **5,112** | **7,115** | **8,589** | **7,493** | **4,346** | **5,102** | **0.5%** | **0.7%** | **1.1%** | **1.6%** | **1.9%** | **1.6%** | **1.0%** | **1.1%** |
| Long Island Rail Road | 142,651 | 143,452 | 143,989 | 144,244 | 144,733 | 145,544 | 144,560 | 144,084 | 144,103 | 802 | 1,339 | 1,593 | 2,083 | 2,894 | 1,910 | 1,433 | 1,452 | 0.6% | 0.9% | 1.1% | 1.5% | 2.0% | 1.3% | 1.0% | 1.0% |
| Metro-North Railroad | 152,203 | 153,128 | 153,437 | 154,108 | 154,850 | 154,296 | 155,020 | 153,491 | 154,348 | 925 | 1,234 | 1,905 | 2,647 | 2,093 | 2,817 | 1,288 | 2,145 | 0.6% | 0.8% | 1.3% | 1.7% | 1.4% | 1.9% | 0.8% | 1.4% |
| New Jersey Transit Rail | 159,666 | 160,175 | 160,437 | 161,280 | 162,051 | 163,268 | 162,433 | 161,292 | 161,171 | 509 | 770 | 1,614 | 2,385 | 3,602 | 2,767 | 1,626 | 1,505 | 0.3% | 0.5% | 1.0% | 1.5% | 2.3% | 1.7% | 1.0% | 0.9% |
| **Urban Rail** | **3,151,234** | **3,197,895** | **3,200,431** | **3,205,407** | **3,212,195** | **3,215,961** | **3,212,751** | **3,202,009** | **3,203,315** | **46,661** | **49,197** | **54,173** | **60,961** | **64,727** | **61,517** | **50,775** | **52,081** | **1.5%** | **1.6%** | **1.7%** | **1.9%** | **2.1%** | **2.0%** | **1.6%** | **1.7%** |
| NYCT Subway | 3,005,224 | 3,050,101 | 3,052,683 | 3,056,840 | 3,063,552 | 3,066,614 | 3,063,577 | 3,053,144 | 3,054,862 | 44,877 | 47,459 | 51,616 | 58,328 | 61,390 | 58,353 | 47,920 | 49,638 | 1.5% | 1.6% | 1.7% | 1.9% | 2.0% | 1.9% | 1.6% | 1.7% |
| PATH | 133,736 | 134,860 | 134,691 | 135,588 | 135,818 | 136,438 | 136,206 | 135,934 | 135,500 | 1,124 | 955 | 1,852 | 2,082 | 2,702 | 2,471 | 2,198 | 1,764 | 0.8% | 0.7% | 1.4% | 1.6% | 2.0% | 1.8% | 1.6% | 1.3% |
| SIRR | 12,274 | 12,934 | 13,057 | 12,978 | 12,826 | 12,909 | 12,967 | 12,931 | 12,953 | 660 | 783 | 704 | 552 | 635 | 694 | 657 | 679 | 5.4% | 6.4% | 5.7% | 4.5% | 5.2% | 5.7% | 5.4% | 5.5% |
| **Bus** | **2,689,564** | **2,718,960** | **2,717,507** | **2,724,787** | **2,724,456** | **2,727,511** | **2,726,657** | **2,718,457** | **2,721,174** | **29,396** | **27,943** | **35,224** | **34,892** | **37,948** | **37,093** | **28,893** | **31,610** | **1.1%** | **1.0%** | **1.3%** | **1.3%** | **1.4%** | **1.4%** | **1.1%** | **1.2%** |
| NYCT Bus | 2,037,319 | 2,063,136 | 2,062,997 | 2,068,001 | 2,067,753 | 2,069,107 | 2,068,898 | 2,062,926 | 2,064,522 | 25,817 | 25,678 | 30,682 | 30,434 | 31,788 | 31,579 | 25,607 | 27,203 | 1.3% | 1.3% | 1.5% | 1.5% | 1.6% | 1.6% | 1.3% | 1.3% |
| NJT Bus | 471,109 | 474,344 | 473,456 | 474,079 | 474,279 | 476,321 | 475,663 | 474,260 | 475,149 | 3,235 | 2,347 | 2,970 | 3,170 | 5,212 | 4,554 | 3,151 | 4,040 | 0.7% | 0.5% | 0.6% | 0.7% | 1.1% | 1.0% | 0.7% | 0.9% |
| Others | 181,136 | 181,480 | 181,053 | 182,707 | 182,424 | 182,084 | 182,096 | 181,271 | 181,503 | 345 | -83 | 1,571 | 1,288 | 948 | 960 | 136 | 367 | 0.2% | 0.0% | 0.9% | 0.7% | 0.5% | 0.5% | 0.1% | 0.2% |
| **Other Transit** | **57,548** | **58,966** | **59,120** | **59,358** | **59,363** | **59,360** | **59,598** | **59,140** | **59,216** | **1,418** | **1,572** | **1,810** | **1,815** | **1,811** | **2,050** | **1,592** | **1,668** | **2.5%** | **2.7%** | **3.1%** | **3.2%** | **3.1%** | **3.6%** | **2.8%** | **2.9%** |
| Ferries | 57,548 | 58,966 | 59,120 | 59,358 | 59,363 | 59,360 | 59,598 | 59,140 | 59,216 | 1,418 | 1,572 | 1,810 | 1,815 | 1,811 | 2,050 | 1,592 | 1,668 | 2.5% | 2.7% | 3.1% | 3.2% | 3.1% | 3.6% | 2.8% | 2.9% |
| Roosevelt Tram | 153 | 154 | 154 | 156 | 154 | 154 | 155 | 159 | 154 | 1 | 1 | 3 | 1 | 1 | 2 | 6 | 1 | 0.5% | 0.8% | 1.7% | 0.6% | 0.7% | 1.0% | 4.1% | 0.7% |

Final EA Appendix 4A2, Table 4A.2-4. Cordon Volumes by Station/Route (2023) – with Adopted Toll Structure Added

| Cordon Volumes (AM Peak Period) | | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Baseline | Scenario | | | | | | | | Scenario | | | | | | | |
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Commuter Rail** | | | | | | | | | | | | | | | | | |
| Inbound | 240,930 | 242,734 | 243,593 | 244,140 | 245,232 | 245,754 | 245,205 | 243,572 | 244,004 | 1,804 | 2,663 | 3,210 | 4,302 | 4,824 | 4,274 | 2,641 | 3,074 | **0.7%** | **1.1%** | **1.3%** | **1.8%** | **2.0%** | **1.8%** | **1.1%** | 1.3% |
| Long Island Rail Road (Penn Station) | 83,870 | 84,697 | 84,929 | 84,903 | 85,326 | 85,825 | 85,285 | 84,960 | 84,720 | 827 | 1,059 | 1,033 | 1,456 | 1,955 | 1,416 | 1,091 | 850 | 1.0% | 1.3% | 1.2% | 1.7% | 2.3% | 1.7% | 1.3% | 1.0% |
| Metro-North Railroad (Grand Central Terminal) | 97,340 | 97,832 | 98,426 | 99,003 | 99,215 | 98,861 | 99,258 | 98,133 | 98,826 | 492 | 1,086 | 1,663 | 1,875 | 1,521 | 1,918 | 793 | 1,486 | 0.5% | 1.1% | 1.7% | 1.9% | 1.6% | 2.0% | 0.8% | 1.5% |
| New Jersey Transit (New York - Penn Station) | 59,721 | 60,205 | 60,239 | 60,235 | 60,691 | 61,068 | 60,662 | 60,478 | 60,458 | 484 | 518 | 514 | 970 | 1,348 | 941 | 757 | 738 | 0.8% | 0.9% | 0.9% | 1.6% | 2.3% | 1.6% | 1.3% | 1.2% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| **NYCT Subway** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 878,509 | 891,951 | 892,551 | 894,951 | 898,214 | 899,469 | 898,532 | 892,734 | 893,352 | 13,442 | 14,043 | 16,442 | 19,705 | 20,960 | 20,023 | 14,225 | 14,844 | 1.5% | 1.6% | 1.9% | 2.2% | 2.4% | 2.3% | 1.6% | 1.7% |
| 60th Street Cordon | 276,917 | 280,723 | 280,491 | 281,147 | 282,960 | 283,386 | 282,138 | 280,980 | 280,660 | 3,806 | 3,575 | 4,230 | 6,043 | 6,470 | 5,221 | 4,063 | 3,743 | 1.4% | 1.3% | 1.5% | 2.2% | 2.3% | 1.9% | 1.5% | 1.4% |
| Broadway (1,2,3) | 74,725 | 75,638 | 75,573 | 75,834 | 76,444 | 76,571 | 76,077 | 75,661 | 75,685 | 913 | 848 | 1,109 | 1,719 | 1,846 | 1,352 | 936 | 960 | 1.2% | 1.1% | 1.5% | 2.3% | 2.5% | 1.8% | 1.3% | 1.3% |
| 8th Avenue (A, C, B, D) | 88,153 | 89,321 | 89,270 | 89,419 | 89,950 | 90,086 | 89,703 | 89,413 | 89,270 | 1,168 | 1,117 | 1,266 | 1,797 | 1,933 | 1,550 | 1,260 | 1,117 | 1.3% | 1.3% | 1.4% | 2.0% | 2.2% | 1.8% | 1.4% | 1.3% |
| Lexington Avenue (4, 5, 6) | 89,537 | 90,920 | 90,841 | 91,003 | 91,510 | 91,610 | 91,460 | 91,015 | 90,928 | 1,383 | 1,303 | 1,465 | 1,973 | 2,073 | 1,922 | 1,478 | 1,390 | 1.5% | 1.5% | 1.6% | 2.2% | 2.3% | 2.1% | 1.7% | 1.6% |
| 2nd Avenue (Q) | 24,502 | 24,843 | 24,808 | 24,891 | 25,055 | 25,119 | 24,898 | 24,890 | 24,778 | 342 | 307 | 390 | 553 | 618 | 397 | 389 | 277 | 1.4% | 1.3% | 1.6% | 2.3% | 2.5% | 1.6% | 1.6% | 1.1% |
| Queens Cordon | 249,675 | 254,348 | 253,872 | 254,674 | 255,134 | 256,033 | 255,951 | 254,032 | 254,302 | 4,673 | 4,198 | 4,999 | 5,460 | 6,358 | 6,276 | 4,357 | 4,627 | 1.9% | 1.7% | 2.0% | 2.2% | 2.5% | 2.5% | 1.7% | 1.9% |
| 63rd Street (F) | 53,897 | 54,770 | 54,677 | 54,762 | 54,801 | 54,970 | 54,909 | 54,829 | 54,759 | 874 | 780 | 865 | 904 | 1,073 | 1,012 | 933 | 862 | 1.6% | 1.4% | 1.6% | 1.7% | 2.0% | 1.9% | 1.7% | 1.6% |
| 60th Street (R) | 18,272 | 18,816 | 18,772 | 18,907 | 18,905 | 19,073 | 19,062 | 18,805 | 18,859 | 544 | 500 | 635 | 633 | 801 | 790 | 533 | 587 | 3.0% | 2.7% | 3.5% | 3.5% | 4.4% | 4.3% | 2.9% | 3.2% |
| 60th Street (N, W) | 30,668 | 31,268 | 31,140 | 31,314 | 31,370 | 31,424 | 31,476 | 31,158 | 31,225 | 600 | 472 | 647 | 703 | 756 | 808 | 490 | 557 | 2.0% | 1.5% | 2.1% | 2.3% | 2.5% | 2.6% | 1.6% | 1.8% |
| 53rd Street (E, M) | 78,555 | 79,837 | 79,848 | 80,008 | 80,143 | 80,444 | 80,400 | 79,787 | 79,950 | 1,282 | 1,293 | 1,453 | 1,588 | 1,889 | 1,845 | 1,232 | 1,395 | 1.6% | 1.6% | 1.8% | 2.0% | 2.4% | 2.3% | 1.6% | 1.8% |
| Steinway Tunnel (7) | 68,283 | 69,656 | 69,436 | 69,683 | 69,915 | 70,122 | 70,104 | 69,452 | 69,509 | 1,373 | 1,153 | 1,400 | 1,632 | 1,839 | 1,821 | 1,169 | 1,225 | 2.0% | 1.7% | 2.1% | 2.4% | 2.7% | 2.7% | 1.7% | 1.8% |
| Brooklyn Cordon | 351,917 | 356,879 | 358,188 | 359,130 | 360,120 | 360,050 | 360,443 | 357,722 | 358,390 | 4,962 | 6,271 | 7,213 | 8,203 | 8,133 | 8,526 | 5,805 | 6,473 | 1.4% | 1.8% | 2.0% | 2.3% | 2.3% | 2.4% | 1.6% | 1.8% |
| 14th Street (L) | 42,607 | 43,209 | 43,337 | 43,466 | 43,573 | 43,562 | 43,583 | 43,316 | 43,317 | 602 | 730 | 859 | 966 | 955 | 976 | 709 | 710 | 1.4% | 1.7% | 2.0% | 2.3% | 2.2% | 2.3% | 1.7% | 1.7% |
| Williamsburg Bridge (J, M, Z) | 37,216 | 37,924 | 38,050 | 38,256 | 38,366 | 38,408 | 38,411 | 38,070 | 38,066 | 708 | 834 | 1,040 | 1,150 | 1,193 | 1,195 | 854 | 850 | 1.9% | 2.2% | 2.8% | 3.1% | 3.2% | 3.2% | 2.3% | 2.3% |
| Rutgers Street (F) | 37,006 | 37,403 | 37,504 | 37,709 | 37,807 | 37,822 | 37,921 | 37,495 | 37,629 | 397 | 498 | 702 | 801 | 815 | 915 | 488 | 623 | 1.1% | 1.3% | 1.9% | 2.2% | 2.2% | 2.5% | 1.3% | 1.7% |
| Manhattan Bridge (B, D, N, Q) | 100,921 | 102,440 | 102,952 | 103,144 | 103,654 | 103,527 | 103,630 | 102,549 | 103,076 | 1,520 | 2,031 | 2,224 | 2,734 | 2,606 | 2,710 | 1,628 | 2,155 | 1.5% | 2.0% | 2.2% | 2.7% | 2.6% | 2.7% | 1.6% | 2.1% |
| Cranberry Street (A, C) | 66,013 | 66,783 | 66,866 | 67,001 | 67,063 | 67,061 | 67,173 | 66,976 | 66,901 | 770 | 854 | 988 | 1,050 | 1,049 | 1,160 | 963 | 888 | 1.2% | 1.3% | 1.5% | 1.6% | 1.6% | 1.8% | 1.5% | 1.3% |
| Clark Street (2, 3) | 29,316 | 29,788 | 29,874 | 29,944 | 29,992 | 30,073 | 30,030 | 29,845 | 29,845 | 472 | 557 | 628 | 676 | 757 | 714 | 529 | 529 | 1.6% | 1.9% | 2.1% | 2.3% | 2.6% | 2.4% | 1.8% | 1.8% |
| Montague Street (R) | 10,143 | 10,164 | 10,167 | 10,243 | 10,218 | 10,258 | 10,301 | 10,205 | 10,220 | 21 | 25 | 101 | 75 | 116 | 158 | 63 | 77 | 0.2% | 0.2% | 1.0% | 0.7% | 1.1% | 1.6% | 0.6% | 0.8% |
| Joralmon Street (4, 5) | 28,696 | 29,168 | 29,437 | 29,367 | 29,446 | 29,338 | 29,393 | 29,267 | 29,337 | 472 | 741 | 671 | 750 | 643 | 697 | 571 | 641 | 1.6% | 2.6% | 2.3% | 2.6% | 2.2% | 2.4% | 2.0% | 2.2% |
| **PATH** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 112,505 | 113,767 | 113,566 | 114,289 | 114,542 | 115,239 | 115,042 | 114,476 | 114,147 | 1,262 | 1,061 | 1,784 | 2,038 | 2,735 | 2,537 | 1,972 | 1,643 | 1.1% | 0.9% | 1.6% | 1.6% | 2.4% | 2.3% | 1.8% | 1.5% |
| Christopher Street | 40,731 | 41,399 | 41,286 | 41,537 | 41,837 | 42,286 | 42,068 | 41,661 | 41,659 | 668 | 554 | 806 | 1,106 | 1,555 | 1,337 | 930 | 928 | 1.6% | 1.4% | 2.0% | 2.7% | 3.8% | 3.3% | 2.3% | 2.3% |
| World Trade Center | 71,773 | 72,368 | 72,280 | 72,752 | 72,705 | 72,953 | 72,974 | 72,815 | 72,488 | 595 | 507 | 978 | 932 | 1,179 | 1,201 | 1,042 | 715 | 0.8% | 0.7% | 1.4% | 1.3% | 1.6% | 1.7% | 1.5% | 1.0% |

Final EA Appendix 4A2, Table 4A.2-5. Change in Mode Share to the Manhattan CBD (2023) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Scenario | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Total Person Journeys to CBD** | **1,923,709** | **1,923,389** | **1,926,803** | **1,924,490** | **1,918,125** | **1,919,494** | **1,924,087** | **1,922,925** | **1,925,209** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0.1%** |
| Drive Alone | 191,338 | 177,348 | 174,838 | 169,542 | 164,844 | 158,694 | 160,639 | 173,398 | 169,337 | -7% | -9% | -11% | -14% | -17% | -16% | -9% | -11.5% |
| HOV / Shared Ride | 143,494 | 143,308 | 141,797 | 141,450 | 140,446 | 137,800 | 139,564 | 143,075 | 141,831 | 0% | -1% | -1% | -2% | -4% | -3% | 0% | -1.2% |
| Taxi / FHV | 32,324 | 25,270 | 31,884 | 28,323 | 19,944 | 25,762 | 31,739 | 23,871 | 31,337 | -22% | -1% | -12% | -38% | -20% | -2% | -26% | -3.1% |
| Commuter Rail | 369,131 | 374,592 | 375,796 | 376,912 | 379,603 | 381,204 | 379,710 | 376,742 | 377,376 | 1% | 2% | 2% | 3% | 3% | 3% | 2% | 2.2% |
| Other Transit (e.g., subway / bus) | 1,131,771 | 1,147,036 | 1,147,670 | 1,152,765 | 1,157,977 | 1,161,024 | 1,157,362 | 1,150,352 | 1,150,151 | 1% | 1% | 2% | 2% | 3% | 2% | 2% | 1.6% |
| Walk and Bike | 51,958 | 51,873 | 50,891 | 51,547 | 51,227 | 51,059 | 51,138 | 51,648 | 51,259 | 0% | -2% | -1% | -1% | -2% | -2% | -1% | -1.3% |
| School Bus | 3,693 | 3,962 | 3,927 | 3,951 | 4,084 | 3,951 | 3,935 | 3,839 | 3,918 | 7% | 6% | 7% | 11% | 7% | 7% | 4% | 6.1% |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys from CBD** | **161,833** | **159,806** | **160,976** | **160,207** | **158,892** | **158,479** | **159,884** | **159,898** | **161,235** | **-1%** | **-1%** | **-1%** | **-2%** | **-2%** | **-1%** | **-1%** | **-0.4%** |
| Drive Alone | 13,638 | 12,441 | 12,446 | 12,085 | 12,025 | 11,535 | 11,800 | 12,389 | 12,132 | -9% | -9% | -11% | -12% | -15% | -13% | -9% | -11.0% |
| HOV / Shared Ride | 30,100 | 29,714 | 29,269 | 29,160 | 28,667 | 28,300 | 28,587 | 29,225 | 29,141 | -1% | -3% | -3% | -5% | -6% | -5% | -3% | -3.2% |
| Taxi / FHV | 4,366 | 3,184 | 4,168 | 3,669 | 2,372 | 3,124 | 3,916 | 2,960 | 3,983 | -27% | -5% | -16% | -46% | -28% | -10% | -32% | -8.8% |
| Commuter Rail | 3,120 | 2,954 | 2,960 | 3,007 | 2,951 | 3,019 | 2,927 | 3,060 | 2,974 | -5% | -5% | -4% | -5% | -3% | -6% | -2% | -4.7% |
| Other Transit (e.g., subway / bus) | 78,771 | 79,372 | 79,771 | 79,881 | 80,507 | 80,096 | 80,195 | 79,856 | 80,687 | 1% | 1% | 1% | 2% | 2% | 2% | 1% | 2.4% |
| Walk and Bike | 29,188 | 29,371 | 29,564 | 29,703 | 29,588 | 29,593 | 29,601 | 29,634 | 29,489 | 1% | 1% | 2% | 1% | 1% | 1% | 2% | 1.0% |
| School Bus | 2,650 | 2,770 | 2,798 | 2,702 | 2,782 | 2,812 | 2,858 | 2,774 | 2,829 | 5% | 6% | 2% | 5% | 6% | 8% | 5% | 6.8% |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys within CBD** | **879,667** | **880,292** | **879,506** | **882,033** | **883,365** | **883,222** | **880,713** | **881,592** | **879,013** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **-0.1%** |
| Drive Alone | 7,581 | 7,576 | 7,652 | 7,679 | 7,650 | 7,610 | 7,546 | 7,778 | 7,677 | 0% | 1% | 1% | 1% | 0% | 0% | 3% | 1.3% |
| HOV / Shared Ride | 26,570 | 26,798 | 27,222 | 27,220 | 27,024 | 26,846 | 26,607 | 27,705 | 27,141 | 1% | 2% | 2% | 2% | 1% | 0% | 4% | 2.1% |
| Taxi / FHV | 28,005 | 27,711 | 28,262 | 28,003 | 28,397 | 28,195 | 28,082 | 28,619 | 24,687 | -1% | 1% | 0% | 1% | 1% | 0% | 2% | -11.8% |
| Commuter Rail | | | | | | | | | | - | - | - | - | - | - | - | - |
| Other Transit (e.g., subway / bus) | 240,385 | 241,162 | 239,319 | 241,255 | 242,475 | 242,522 | 241,327 | 239,993 | 242,838 | 0% | 0% | 0% | 1% | 1% | 0% | 0% | 1.0% |
| Walk and Bike | 572,877 | 572,877 | 572,805 | 573,716 | 573,689 | 573,977 | 573,110 | 573,376 | 572,496 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | -0.1% |
| School Bus | 4,249 | 4,168 | 4,246 | 4,160 | 4,130 | 4,072 | 4,041 | 4,121 | 4,174 | -2% | 0% | -2% | -3% | -4% | -5% | -3% | -1.8% |

Final EA Appendix 4A2, Table 4A.2-6. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **113,058** | **113,749** | **128,235** | **123,915** | **108,180** | **120,128** | **133,196** | **110,059** | **129,882** | **0.6%** | **13.4%** | **9.6%** | **-4.3%** | **6.3%** | **17.8%** | **-2.7%** | **14.9%** |
| 60th Street | 39,536 | 36,877 | 45,022 | 45,026 | 37,509 | 43,401 | 50,894 | 34,730 | **46,959** | -6.7% | 13.9% | 13.9% | -5.1% | 9.8% | 28.7% | -12.2% | **18.8%** |
| Inbound | 21,015 | 20,019 | 24,298 | 25,149 | 21,748 | 24,771 | 28,755 | 18,992 | **25,908** | -4.7% | 15.6% | 19.7% | 3.5% | 17.9% | 36.8% | -9.6% | 23.3% |
| Outbound | 18,551 | 16,890 | 20,758 | 19,906 | 15,791 | 18,661 | 22,168 | 15,771 | **21,080** | -9.0% | 11.9% | 7.3% | -14.9% | 0.6% | 19.5% | -15.0% | 13.6% |
| FDR DRIVE+WEST SIDE HWY | 23,612 | 18,074 | 22,638 | 22,250 | 16,844 | 20,638 | 25,349 | 16,906 | **23,365** | -23.5% | -4.1% | -5.8% | -28.7% | -12.6% | 7.4% | -28.4% | -1.0% |
| *West Side Highway / Route 9A* | 10,965 | 8,425 | 10,350 | 9,694 | 6,992 | 8,839 | 10,899 | 7,945 | **10,582** | -23.2% | -5.6% | -11.6% | -36.2% | -19.4% | -0.6% | -27.5% | -3.5% |
| *FDR Drive* | 12,647 | 9,649 | 12,288 | 12,556 | 9,852 | 11,799 | 14,450 | 8,961 | **12,783** | -23.7% | -2.8% | -0.7% | -22.1% | -6.7% | 14.3% | -29.1% | 1.1% |
| WEST AVENUES | 6,720 | 4,749 | 6,108 | 5,172 | 4,408 | 5,320 | 6,114 | 4,499 | **5,738** | -29.3% | -9.1% | -23.0% | -34.4% | -20.8% | -9.0% | -33.1% | -14.6% |
| *West End Ave* | 946 | 626 | 813 | 623 | 340 | 506 | 728 | 545 | **849** | -33.8% | -14.1% | -34.1% | -64.1% | -46.5% | -23.0% | -42.4% | -10.3% |
| *Broadway* | 2,734 | 1,614 | 2,097 | 1,706 | 1,235 | 1,579 | 1,791 | 1,575 | **1,861** | -41.0% | -23.3% | -37.6% | -54.8% | -42.2% | -34.5% | -42.4% | -31.9% |
| *Amsterdam* | 1,292 | 1,227 | 1,602 | 1,406 | 1,475 | 1,732 | 1,895 | 1,156 | **1,515** | -5.0% | 24.0% | 8.8% | 14.2% | 34.1% | 46.7% | -10.5% | 17.3% |
| *Columbus Ave* | 1,258 | 694 | 903 | 635 | 449 | 518 | 660 | 636 | **701** | -44.8% | -28.2% | -49.5% | -64.3% | -58.8% | -47.5% | -49.4% | -44.3% |
| *Eighth Avenue* | 490 | 588 | 693 | 802 | 909 | 985 | 1,040 | 587 | **812** | 20.0% | 41.4% | 63.7% | 85.5% | 101.0% | 112.2% | 19.8% | 65.7% |
| EAST AVENUES | 9,204 | 14,054 | 16,276 | 17,604 | 16,257 | 17,443 | 19,431 | 13,325 | **17,856** | 52.7% | 76.8% | 91.3% | 76.6% | 89.5% | 111.1% | 44.8% | 94.0% |
| *Fifth Avenue* | 1,472 | 914 | 1,142 | 863 | 623 | 706 | 877 | 801 | **883** | -37.9% | -22.4% | -41.4% | -57.7% | -52.0% | -40.4% | -45.6% | -40.0% |
| *Madison Avenue* | 236 | 162 | 179 | 178 | 125 | 101 | 104 | 136 | **194** | -31.4% | -24.2% | -24.6% | -47.0% | -57.2% | -55.9% | -42.4% | -17.8% |
| *Park Avenue* | 1,739 | 1,405 | 1,622 | 1,571 | 1,233 | 1,349 | 1,561 | 1,315 | **1,548** | -19.2% | -6.7% | -9.7% | -29.1% | -22.4% | -10.2% | -24.4% | -11.0% |
| *Lexington Avenue* | 651 | 906 | 1,045 | 1,550 | 1,192 | 1,338 | 1,426 | 852 | **1,664** | 39.2% | 60.5% | 138.1% | 83.1% | 105.5% | 119.0% | 30.9% | 155.6% |
| *Third Avenue* | 898 | 580 | 791 | 852 | 705 | 872 | 999 | 590 | **887** | -35.4% | -11.9% | -5.1% | -21.5% | -2.9% | 11.2% | -34.3% | -1.2% |
| *Second Avenue* | 1,086 | 5,247 | 5,852 | 6,360 | 6,964 | 7,292 | 7,863 | 5,107 | **6,486** | 383.1% | 438.9% | 485.6% | 541.3% | 571.5% | 624.0% | 370.3% | 497.2% |
| *First Avenue* | 380 | 1,232 | 1,360 | 1,263 | 1,715 | 1,570 | 1,850 | 1,118 | **1,295** | 224.2% | 257.9% | 232.4% | 351.3% | 313.2% | 386.8% | 194.2% | 240.8% |
| *York Avenue* | 2,108 | 1,649 | 1,899 | 1,616 | 1,321 | 1,522 | 1,821 | 1,562 | **1,722** | -21.8% | -9.9% | -23.3% | -37.3% | -27.8% | -13.6% | -25.9% | -18.3% |
| *Ed Koch Queensboro Ramp* | 634 | 1,959 | 2,386 | 3,351 | 2,379 | 2,693 | 2,930 | 1,844 | **3,177** | 209.0% | 276.3% | 428.5% | 275.2% | 324.8% | 362.1% | 190.9% | 401.1% |
| Queens | 39,427 | 43,248 | 45,890 | 40,624 | 34,508 | 37,005 | 38,519 | 42,528 | **43,076** | 9.7% | 16.4% | 3.0% | -12.5% | -6.1% | -2.3% | 7.9% | **9.3%** |
| Inbound | 20,102 | 21,565 | 22,906 | 17,668 | 14,714 | 15,785 | 16,512 | 21,119 | **19,587** | 7.3% | 13.9% | -12.1% | -26.8% | -21.5% | -17.9% | 5.1% | **-2.6%** |
| Outbound | 19,327 | 21,685 | 22,985 | 22,960 | 19,797 | 21,223 | 22,011 | 21,412 | **23,492** | 12.2% | 18.9% | 18.8% | 2.4% | 9.8% | 13.9% | 10.8% | **21.6%** |
| *Ed Koch Queensboro Bridge* | 5,320 | 10,140 | 11,429 | 19,506 | 25,473 | 27,371 | 28,479 | 9,678 | **17,178** | 90.6% | 114.8% | 266.7% | 378.8% | 414.5% | 435.3% | 81.9% | 222.9% |
| *Queens-Midtown Tunnel* | 34,107 | 33,108 | 34,461 | 21,118 | 9,035 | 9,634 | 10,040 | 32,850 | **25,898** | -2.9% | 1.0% | -38.1% | -73.5% | -71.8% | -70.6% | -3.7% | -24.1% |
| Brooklyn | 23,211 | 19,207 | 22,881 | 24,457 | 22,499 | 25,535 | 29,748 | 18,339 | **25,705** | -17.3% | -1.4% | 5.4% | -3.1% | 10.0% | 28.2% | -21.0% | **10.7%** |
| Inbound | 10,709 | 8,597 | 10,322 | 13,250 | 12,184 | 13,659 | 15,808 | 8,189 | **13,359** | -19.7% | -3.6% | 23.7% | 13.8% | 27.5% | 47.6% | -23.5% | **24.7%** |
| Outbound | 12,509 | 10,618 | 12,566 | 11,212 | 10,320 | 11,884 | 13,946 | 10,158 | **12,352** | -15.1% | 0.5% | -10.4% | -17.5% | -5.0% | 11.5% | -18.8% | **-1.3%** |
| *Williamsburg Bridge* | 5,544 | 5,468 | 7,013 | 9,046 | 10,687 | 12,260 | 13,904 | 5,435 | **9,273** | -1.4% | 26.5% | 63.2% | 92.8% | 121.1% | 150.8% | -2.0% | 67.3% |
| *Manhattan Bridge* | 2,245 | 1,681 | 2,454 | 2,286 | 1,725 | 2,348 | 3,080 | 1,519 | **2,760** | -25.1% | 9.3% | 1.8% | -23.2% | 4.6% | 37.2% | -32.3% | 22.9% |
| *Brooklyn Bridge* | 2,576 | 1,455 | 1,870 | 1,902 | 2,503 | 2,832 | 3,630 | 1,278 | **2,118** | -43.5% | -27.4% | -26.2% | -2.8% | 9.9% | 40.9% | -50.4% | -17.8% |
| *Hugh Carey Tunnel* | 12,846 | 10,603 | 11,544 | 11,223 | 7,584 | 8,095 | 9,134 | 10,107 | **11,554** | -17.5% | -10.1% | -12.6% | -41.0% | -37.0% | -28.9% | -21.3% | -10.1% |
| New Jersey | 10,884 | 14,417 | 14,442 | 13,808 | 13,664 | 14,187 | 14,035 | 14,462 | **14,142** | 32.5% | 32.7% | 26.9% | 25.5% | 30.3% | 29.0% | 32.9% | **29.9%** |
| Inbound | 5,251 | 7,149 | 7,146 | 6,497 | 6,014 | 6,530 | 6,336 | 7,187 | **6,788** | 36.1% | 36.1% | 23.7% | 14.5% | 24.4% | 20.7% | 36.9% | 29.3% |
| Outbound | 5,637 | 7,272 | 7,299 | 7,314 | 7,654 | 7,661 | 7,701 | 7,278 | **7,356** | 29.0% | 29.5% | 29.7% | 35.8% | 35.9% | 36.6% | 29.1% | 30.5% |
| *Holland Tunnel* | 3,718 | 6,301 | 6,525 | 6,292 | 6,659 | 6,984 | 6,788 | 6,681 | **6,638** | 69.5% | 75.5% | 69.2% | 79.1% | 87.8% | 82.6% | 79.7% | **78.5%** |
| *Lincoln Tunnel* | 7,166 | 8,116 | 7,917 | 7,516 | 7,005 | 7,203 | 7,247 | 7,781 | **7,504** | **13.3%** | 10.5% | 4.9% | -2.2% | 0.5% | 1.1% | 8.6% | 4.7% |

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Final EA Appendix 4A2, Table 4A.2-7. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **121,537** | **108,532** | **107,799** | **105,607** | **105,409** | **102,104** | **98,811** | **113,863** | **107,889** | **-10.7%** | **-11.3%** | **-13.1%** | **-13.3%** | **-16.0%** | **-18.7%** | **-6.3%** | **-11.2%** |
| 60th Street | 46,128 | 37,375 | 37,158 | 35,747 | 35,140 | 33,948 | 34,905 | 39,058 | **36,662** | -19.0% | -19.4% | -22.5% | -23.8% | -26.4% | -24.3% | -15.3% | **-20.4%** |
| Inbound | 23,792 | 18,572 | 18,388 | 17,224 | 16,602 | 15,978 | 16,584 | 19,559 | **17,847** | -21.9% | -22.7% | -27.6% | -30.2% | -32.8% | -30.3% | -17.8% | **-25.0%** |
| Outbound | 22,366 | 18,829 | 18,800 | 18,550 | 18,564 | 18,000 | 18,350 | 19,528 | **18,892** | -15.8% | -15.9% | -17.1% | -17.0% | -19.5% | -18.0% | -12.7% | **-15.5%** |
| FDR DRIVE+WEST SIDE HWY | 4,118 | 4,202 | 4,281 | 4,338 | 4,749 | 4,684 | 4,816 | 4,388 | 4,506 | 2.0% | 4.0% | 5.3% | 15.3% | 13.7% | 16.9% | 6.6% | 9.4% |
| *West Side Highway / Route 9A* | 1,366 | 1,962 | 1,995 | 1,990 | 2,186 | 2,058 | 2,223 | 2,067 | 2,105 | 43.6% | 46.0% | 45.7% | 60.0% | 50.7% | 62.7% | 51.3% | 54.1% |
| *FDR Drive* | 2,752 | 2,240 | 2,286 | 2,348 | 2,563 | 2,626 | 2,593 | 2,321 | 2,401 | -18.6% | -16.9% | -14.7% | -6.9% | -4.6% | -5.8% | -15.7% | -12.8% |
| WEST AVENUES | 16,382 | 13,660 | 13,505 | 12,789 | 12,718 | 12,321 | 12,642 | 14,132 | 13,290 | -16.6% | -17.6% | -21.9% | -22.4% | -24.8% | -22.8% | -13.7% | -18.8% |
| *West End Ave* | 3,555 | 1,974 | 1,883 | 1,261 | 1,118 | 839 | 1,066 | 2,161 | 1,663 | -44.5% | -47.0% | -64.5% | -68.6% | -76.4% | -70.0% | -39.2% | -53.2% |
| *Broadway* | 5,864 | 6,029 | 6,073 | 6,143 | 6,320 | 6,379 | 6,291 | 5,967 | 6,128 | 2.8% | 3.6% | 4.8% | 7.8% | 8.8% | 7.3% | 1.8% | 4.6% |
| *Amsterdam* | 3,616 | 2,361 | 2,233 | 1,934 | 1,758 | 1,627 | 1,716 | 2,691 | 2,133 | -34.7% | -38.2% | -46.5% | -51.4% | -55.0% | -52.5% | -25.6% | -41.0% |
| *Columbus Ave* | 2,269 | 2,162 | 2,177 | 2,260 | 2,326 | 2,292 | 2,376 | 2,185 | 2,193 | -4.7% | -4.1% | -0.4% | 2.5% | 1.0% | 4.7% | -3.7% | -3.1% |
| *Eighth Avenue* | 1,078 | 1,134 | 1,139 | 1,191 | 1,196 | 1,184 | 1,193 | 1,128 | 1,173 | 5.2% | 5.7% | 10.5% | 10.9% | 9.8% | 10.7% | 4.6% | 9.3% |
| EAST AVENUES | 25,628 | 19,513 | 19,372 | 18,620 | 17,673 | 16,943 | 17,447 | 20,538 | 18,866 | -23.9% | -24.4% | -27.3% | -31.0% | -33.9% | -31.9% | -19.9% | -26.3% |
| *Fifth Avenue* | 1,933 | 1,596 | 1,579 | 1,498 | 1,476 | 1,483 | 1,461 | 1,592 | 1,554 | -17.4% | -18.3% | -22.5% | -23.6% | -23.3% | -24.4% | -17.6% | -19.4% |
| *Madison Avenue* | 773 | 755 | 752 | 758 | 753 | 730 | 748 | 706 | 744 | -2.3% | -2.7% | -1.9% | -2.6% | -5.6% | -3.2% | -8.7% | -3.3% |
| *Park Avenue* | 4,132 | 3,438 | 3,465 | 3,368 | 3,298 | 3,288 | 3,246 | 3,553 | 3,375 | -16.8% | -16.1% | -18.5% | -20.2% | -20.4% | -21.4% | -14.0% | -18.2% |
| *Lexington Avenue* | 3,086 | 2,568 | 2,536 | 2,661 | 2,672 | 2,662 | 2,720 | 2,505 | 2,614 | -16.8% | -17.8% | -13.8% | -13.4% | -13.7% | -11.9% | -18.8% | -15.1% |
| *Third Avenue* | 3,705 | 3,708 | 3,744 | 3,639 | 3,586 | 3,381 | 3,575 | 3,763 | 3,725 | 0.1% | 1.1% | -1.8% | -3.2% | -8.7% | -3.5% | 1.6% | 0.7% |
| *Second Avenue* | 5,643 | 3,980 | 3,869 | 3,381 | 2,689 | 2,332 | 2,544 | 4,763 | 3,560 | -29.5% | -31.4% | -40.1% | -52.3% | -58.7% | -54.9% | -15.6% | -36.9% |
| *First Avenue* | 2,583 | 2,353 | 2,351 | 2,365 | 2,296 | 2,162 | 2,267 | 2,599 | 2,349 | -8.9% | -9.0% | -8.4% | -11.1% | -16.3% | -12.2% | 0.6% | -8.9% |
| *York Avenue* | 1,189 | 779 | 737 | 630 | 584 | 575 | 576 | 721 | 619 | -34.5% | -38.0% | -47.0% | -50.9% | -51.6% | -51.6% | -39.4% | -47.8% |
| *Ed Koch Queensboro Ramp* | 2,584 | 336 | 339 | 320 | 319 | 330 | 310 | 336 | 326 | -87.0% | -86.9% | -87.6% | -87.7% | -87.2% | -88.0% | -87.0% | -87.4% |
| Queens | 23,198 | 21,929 | 21,746 | 21,178 | 20,879 | 20,143 | 20,635 | 23,063 | 21,316 | -5.5% | -6.3% | -8.7% | -10.0% | -13.2% | -11.0% | -0.6% | **-8.1%** |
| Inbound | 12,762 | 11,950 | 11,901 | 11,851 | 11,382 | 11,070 | 11,060 | 12,299 | 11,763 | -6.4% | -6.7% | -7.1% | -10.8% | -13.3% | -13.3% | -3.6% | **-7.8%** |
| Outbound | 10,440 | 9,983 | 9,848 | 9,330 | 9,501 | 9,077 | 9,579 | 10,767 | 9,560 | -4.4% | -5.7% | -10.6% | -9.0% | -13.1% | -8.2% | 3.1% | **-8.4%** |
| *Ed Koch Queensboro Bridge* | 17,286 | 16,372 | 16,281 | 15,812 | 14,156 | 13,259 | 14,675 | 17,578 | 15,659 | -5.3% | -5.8% | -8.5% | -18.1% | -23.3% | -15.1% | 1.7% | -9.4% |
| *Queens-Midtown Tunnel* | 5,912 | 5,557 | 5,465 | 5,366 | 6,723 | 6,884 | 5,960 | 5,485 | 5,657 | -6.0% | -7.6% | -9.2% | 13.7% | 16.4% | 0.8% | -7.2% | -4.3% |
| Brooklyn | 33,616 | 32,029 | 31,900 | 31,460 | 31,774 | 30,914 | 25,829 | 33,088 | 32,275 | -4.7% | -5.1% | -6.4% | -5.5% | -8.0% | -23.2% | -1.6% | **-4.0%** |
| Inbound | 15,032 | 14,504 | 14,467 | 13,958 | 14,295 | 13,857 | 11,482 | 15,020 | 14,501 | -3.5% | -3.8% | -7.1% | -4.9% | -7.8% | -23.6% | -0.1% | -3.5% |
| Outbound | 18,590 | 17,534 | 17,439 | 17,510 | 17,486 | 17,064 | 14,353 | 18,075 | 17,791 | -5.7% | -6.2% | -5.8% | -5.9% | -8.2% | -22.8% | -2.8% | -4.3% |
| *Williamsburg Bridge* | 8,582 | 8,741 | 8,694 | 8,806 | 8,596 | 8,598 | 8,375 | 8,972 | 8,788 | 1.9% | 1.3% | 2.6% | 0.2% | 0.2% | -2.4% | 4.5% | 2.4% |
| *Manhattan Bridge* | 12,781 | 10,887 | 10,816 | 11,164 | 9,900 | 9,763 | 9,390 | 11,747 | 11,212 | -14.8% | -15.4% | -12.7% | -22.5% | -23.6% | -26.5% | -8.1% | -12.3% |
| *Brooklyn Bridge* | 4,486 | 4,255 | 4,256 | 4,332 | 4,934 | 4,973 | 3,717 | 4,298 | 4,340 | -5.1% | -5.1% | -3.4% | 10.0% | 10.9% | -17.1% | -4.2% | -3.3% |
| *Hugh Carey Tunnel* | 7,767 | 8,146 | 8,134 | 7,158 | 8,344 | 7,580 | 4,347 | 8,071 | 7,935 | 4.9% | 4.7% | -7.8% | 7.4% | -2.4% | -44.0% | 3.9% | 2.2% |
| New Jersey | 18,595 | 17,199 | 16,995 | 17,222 | 17,616 | 17,099 | 17,442 | 18,654 | 17,636 | -7.5% | -8.6% | -7.4% | -5.3% | -8.0% | -6.2% | 0.3% | **-5.1%** |
| Inbound | 10,551 | 9,890 | 9,759 | 10,342 | 10,896 | 10,605 | 10,489 | 10,651 | 10,386 | -6.3% | -7.5% | -2.0% | 3.3% | 0.5% | -0.6% | 0.9% | **-1.6%** |
| Outbound | 8,047 | 7,311 | 7,238 | 6,883 | 6,722 | 6,495 | 6,957 | 8,008 | 7,256 | -9.1% | -10.1% | -14.5% | -16.5% | -19.3% | -13.5% | -0.5% | **-9.8%** |
| *Holland Tunnel* | 9,305 | 9,131 | 9,065 | 9,078 | 9,152 | 8,935 | 9,209 | 9,941 | 9,476 | -1.9% | -2.6% | -2.4% | -1.6% | -4.0% | -1.0% | 6.8% | **1.9%** |
| *Lincoln Tunnel* | 9,290 | 8,068 | 7,930 | 8,144 | 8,464 | 8,164 | 8,233 | 8,713 | 8,160 | -13.2% | -14.6% | -12.3% | -8.9% | -12.1% | -11.4% | -6.2% | 12.1% |

Final EA Appendix 4A2, Table 4A.2-8. Work Journeys to the Manhattan CBD by Origin County (2023) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Scenario | | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *Total Work Journeys to CBD* | *1,561,067* | *1,561,030* | *1,561,015* | *1,561,093* | *1,561,040* | *1,561,081* | *1,561,059* | *1,561,017* | *1,561,063* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0.0%* |
| **CBD** | **164,814** | **165,096** | **164,894** | **165,304** | **165,480** | **165,649** | **165,289** | **165,093** | *164,811* | **0%** | **0%** | **0%** | **0%** | **1%** | **0%** | **0%** | *0.0%* |
| CBD | 164,814 | 165,096 | 164,894 | 165,304 | 165,480 | 165,649 | 165,289 | 165,093 | ***164,811*** | 0% | 0% | 0% | 0% | 1% | 0% | 0% | ***0.0%*** |
| **New York City** | **843,655** | **839,085** | **838,585** | **837,467** | **835,931** | **835,102** | **835,957** | **837,507** | *837,160* | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | *-0.8%* |
| Upper Manhattan | 175,876 | 174,686 | 175,138 | 174,570 | 174,556 | 174,752 | 174,170 | 174,207 | ***174,665*** | -1% | 0% | -1% | -1% | -1% | -1% | -1% | ***-0.7%*** |
| Bronx | 97,518 | 96,911 | 96,821 | 96,598 | 96,359 | 96,172 | 96,741 | 96,409 | ***96,269*** | -1% | -1% | -1% | -1% | -1% | -1% | -1% | ***-1.3%*** |
| Brooklyn | 282,439 | 280,663 | 280,595 | 279,906 | 279,684 | 279,165 | 280,197 | 280,463 | ***280,204*** | -1% | -1% | -1% | -1% | -1% | -1% | -1% | ***-0.8%*** |
| Queens | 260,444 | 258,756 | 257,996 | 257,996 | 257,335 | 256,897 | 256,624 | 258,367 | ***257,751*** | -1% | -1% | -1% | -1% | -1% | -1% | -1% | ***-1.0%*** |
| Staten Island | 27,378 | 28,069 | 28,035 | 28,397 | 27,997 | 28,116 | 28,225 | 28,061 | ***28,271*** | 3% | 2% | 4% | 2% | 3% | 3% | 2% | ***3.3%*** |
| **Long Island** | **128,802** | **131,412** | **131,993** | **131,253** | **131,272** | **131,777** | **130,636** | **132,202** | *131,192* | **2%** | **2%** | **2%** | **2%** | **2%** | **1%** | **3%** | *1.9%* |
| Nassau | 87,416 | 89,363 | 89,962 | 89,120 | 88,381 | 88,830 | 87,993 | 89,996 | ***89,078*** | 2% | 3% | 2% | 1% | 2% | 1% | 3% | ***1.9%*** |
| Suffolk | 41,386 | 42,049 | 42,031 | 42,133 | 42,891 | 42,947 | 42,643 | 42,206 | ***42,114*** | 2% | 2% | 2% | 4% | 4% | 3% | 2% | ***1.8%*** |
| **Upstate New York** | **101,745** | **99,988** | **100,411** | **100,742** | **100,272** | **100,014** | **100,247** | **100,347** | *100,365* | **-2%** | **-1%** | **-1%** | **-1%** | **-2%** | **-1%** | **-1%** | *-1.4%* |
| Dutchess | 5,989 | 5,960 | 5,909 | 5,982 | 5,987 | 6,031 | 5,961 | 6,065 | ***5,945*** | 0% | -1% | 0% | 0% | 1% | 0% | 1% | ***-0.7%*** |
| Orange | 14,672 | 14,595 | 14,741 | 14,940 | 15,391 | 15,585 | 15,418 | 14,754 | ***14,907*** | -1% | 0% | 2% | 5% | 6% | 5% | 1% | ***1.6%*** |
| Putnam | 1,648 | 1,665 | 1,628 | 1,629 | 1,618 | 1,685 | 1,645 | 1,663 | ***1,649*** | 1% | -1% | -1% | -2% | 2% | 0% | 1% | ***0.1%*** |
| Rockland | 8,569 | 8,310 | 8,504 | 8,396 | 8,526 | 8,509 | 8,247 | 8,518 | ***8,213*** | -3% | -1% | -2% | -1% | -1% | -4% | -1% | ***-4.2%*** |
| Westchester | 70,867 | 69,458 | 69,629 | 69,795 | 68,750 | 68,204 | 68,976 | 69,347 | ***69,651*** | -2% | -2% | -2% | -3% | -4% | -3% | -2% | ***-1.7%*** |
| **New Jersey** | **264,412** | **268,175** | **267,738** | **269,024** | **271,000** | **272,034** | **271,413** | **269,303** | *270,061* | **1%** | **1%** | **2%** | **2%** | **3%** | **3%** | **2%** | *2.1%* |
| Bergen | 35,099 | 35,399 | 35,160 | 35,660 | 35,818 | 36,087 | 35,949 | 35,421 | ***35,483*** | 1% | 0% | 2% | 2% | 3% | 2% | 1% | ***1.1%*** |
| Essex | 31,127 | 31,297 | 31,485 | 31,602 | 31,715 | 31,901 | 31,840 | 31,816 | ***31,597*** | 1% | 1% | 2% | 2% | 2% | 2% | 2% | ***1.5%*** |
| Hudson | 82,484 | 83,408 | 83,175 | 83,495 | 83,911 | 84,762 | 84,609 | 83,716 | ***84,113*** | 1% | 1% | 1% | 2% | 3% | 3% | 1% | ***2.0%*** |
| Hunterdon | 3,050 | 3,074 | 3,124 | 3,102 | 3,126 | 3,161 | 3,136 | 3,094 | ***3,107*** | 1% | 2% | 2% | 2% | 4% | 3% | 1% | ***1.9%*** |
| Mercer | 7,175 | 7,206 | 7,238 | 7,284 | 7,295 | 7,287 | 7,254 | 7,254 | ***7,232*** | 0% | 1% | 2% | 2% | 2% | 1% | 1% | ***0.8%*** |
| Middlesex | 28,278 | 28,713 | 28,846 | 28,745 | 29,169 | 28,942 | 29,046 | 28,864 | ***28,734*** | 2% | 2% | 2% | 3% | 2% | 3% | 2% | ***1.6%*** |
| Monmouth | 19,481 | 19,879 | 19,522 | 19,674 | 19,935 | 19,727 | 19,655 | 19,424 | ***19,805*** | 2% | 0% | 1% | 2% | 1% | 1% | 0% | ***1.7%*** |
| Morris | 10,136 | 10,439 | 10,403 | 10,424 | 10,632 | 10,643 | 10,523 | 10,506 | ***10,566*** | 3% | 3% | 3% | 5% | 5% | 4% | 4% | ***4.2%*** |
| Ocean | 11,322 | 11,429 | 11,451 | 11,495 | 11,564 | 11,506 | 11,538 | 11,497 | ***11,459*** | 1% | 1% | 2% | 2% | 2% | 2% | 2% | ***1.2%*** |
| Passaic | 8,228 | 8,798 | 8,672 | 8,828 | 9,032 | 9,042 | 8,876 | 8,875 | ***8,999*** | 7% | 5% | 7% | 10% | 10% | 8% | 8% | ***9.4%*** |
| Somerset | 5,977 | 6,159 | 6,124 | 6,223 | 6,198 | 6,298 | 6,259 | 6,146 | ***6,202*** | 3% | 2% | 4% | 4% | 5% | 5% | 3% | ***3.8%*** |
| Sussex | 3,348 | 3,369 | 3,425 | 3,353 | 3,367 | 3,319 | 3,339 | 3,400 | ***3,396*** | 1% | 2% | 0% | 1% | -1% | 0% | 2% | ***1.4%*** |
| Union | 17,759 | 18,059 | 18,162 | 18,188 | 18,273 | 18,404 | 18,429 | 18,324 | ***18,414*** | 2% | 2% | 2% | 3% | 4% | 4% | 3% | ***3.7%*** |
| Warren | 948 | 946 | 951 | 951 | 965 | 955 | 960 | 966 | ***954*** | 0% | 0% | 0% | 2% | 1% | 1% | 2% | ***0.6%*** |
| **Connecticut** | **57,639** | **57,274** | **57,394** | **57,303** | **57,085** | **56,505** | **57,517** | **56,565** | *57,474* | **-1%** | **0%** | **-1%** | **-1%** | **-2%** | **0%** | **-2%** | *-0.3%* |
| Fairfield | 37,853 | 37,404 | 37,634 | 37,596 | 37,104 | 36,530 | 37,532 | 36,665 | ***37,672*** | -1% | -1% | -1% | -2% | -3% | -1% | -3% | ***-0.5%*** |
| New Haven | 19,786 | 19,870 | 19,760 | 19,707 | 19,981 | 19,975 | 19,985 | 19,900 | 19,802 | 0% | 0% | 0% | 1% | 1% | 1% | 1% | ***2.3%*** |

Final EA Appendix 4A2, Table 4A.2-9. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **1,480,286** | **1,292,709** | **1,298,008** | **1,268,589** | **1,230,549** | **1,216,169** | **1,239,285** | **1,269,601** | **1,268,937** | **-13%** | **-12%** | **-14%** | **-17%** | **-18%** | **-16%** | **-14%** | **-14.3%** |
| **Inbound** | **750,695** | **647,822** | **650,479** | **635,851** | **617,517** | **610,279** | **621,900** | **636,184** | **635,833** | **-14%** | **-13%** | **-15%** | **-18%** | **-19%** | **-17%** | **-15.3%** | **-15.3%** |
| **Outbound** | **729,559** | **644,852** | **647,500** | **632,704** | **613,005** | **605,868** | **617,357** | **633,393** | **633,104** | **-12%** | **-11%** | **-13%** | **-16%** | **-17%** | **-15%** | **-13%** | **-13.2%** |
| | | | | | | | | | | - | - | - | - | - | - | - | - |
| 60th Street | 549,072 | 473,220 | 479,431 | 460,828 | 438,623 | 436,372 | 446,477 | 469,509 | **467,387** | -13.8% | -12.7% | -16.1% | -20.1% | -20.5% | -18.7% | -14.5% | **-14.9%** |
| Inbound | 288,876 | 236,408 | 239,250 | 226,243 | 212,735 | 211,409 | 216,884 | 233,737 | 230,946 | -18.2% | -17.2% | -21.7% | -26.4% | -26.8% | -24.9% | -19.1% | **-20.1%** |
| Outbound | 260,182 | 236,796 | 240,172 | 234,572 | 225,878 | 224,955 | 229,583 | 235,764 | 236,441 | -9.0% | -7.7% | -9.8% | -13.2% | -13.5% | -11.8% | -9.4% | **-9.1%** |
| FDR DRIVE+WEST SIDE HWY | 301,343 | 288,193 | 291,892 | 285,093 | 276,703 | 275,597 | 280,729 | 287,393 | 288,400 | -4.4% | -3.1% | -5.4% | -8.2% | -8.5% | -6.8% | -4.6% | -4.3% |
| West Side Highway / Route 9A | 124,950 | 117,457 | 118,920 | 115,127 | 111,092 | 110,371 | 112,823 | 116,458 | 116,629 | -6.0% | -4.8% | -7.9% | -11.1% | -11.7% | -9.7% | -6.8% | -6.7% |
| *am* | *26,409* | *25,842* | *26,232* | *25,580* | *25,080* | *25,175* | *25,424* | *25,745* | 25,893 | *-2.1%* | *-0.7%* | *-3.1%* | *-5.0%* | *-4.7%* | *-3.7%* | *-2.5%* | -2.0% |
| *md* | *35,767* | *33,953* | *34,492* | *33,809* | *32,466* | *32,622* | *33,110* | *33,621* | 34,182 | *-5.1%* | *-3.6%* | *-5.5%* | *-9.2%* | *-8.8%* | *-7.4%* | *-6.0%* | -4.4% |
| *pm* | *26,791* | *25,949* | *26,143* | *25,589* | *25,067* | *25,072* | *25,363* | *25,797* | 25,765 | *-3.1%* | *-2.4%* | *-4.5%* | *-6.4%* | *-6.4%* | *-5.3%* | *-3.7%* | -3.8% |
| *nt* | *35,983* | *31,713* | *32,053* | *30,149* | *28,479* | *27,502* | *28,926* | *31,295* | 30,789 | *-11.9%* | *-10.9%* | *-16.2%* | *-20.9%* | *-23.6%* | *-19.6%* | *-13.0%* | -14.4% |
| FDR Drive | 176,393 | 170,736 | 172,972 | 169,966 | 165,611 | 165,226 | 167,906 | 170,935 | 171,771 | -3.2% | -1.9% | -3.6% | -6.1% | -6.3% | -4.8% | -3.1% | -2.6% |
| *am* | *35,876* | *35,591* | *35,904* | *35,980* | *35,525* | *35,727* | *35,945* | *35,852* | 36,145 | *-0.8%* | *0.1%* | *0.3%* | *-1.0%* | *-0.4%* | *0.2%* | *-0.1%* | 0.7% |
| *md* | *49,880* | *48,193* | *49,129* | *48,748* | *47,821* | *47,663* | *48,944* | *48,246* | 49,020 | *-3.4%* | *-1.5%* | *-2.3%* | *-4.1%* | *-4.4%* | *-1.9%* | *-3.3%* | -1.7% |
| *pm* | *41,521* | *40,448* | *40,849* | *40,091* | *39,071* | *39,406* | *39,737* | *40,247* | 40,335 | *-2.6%* | *-1.6%* | *-3.4%* | *-5.9%* | *-5.1%* | *-4.3%* | *-3.1%* | -2.9% |
| *nt* | *49,116* | *46,504* | *47,090* | *45,147* | *43,194* | *42,430* | *43,280* | *46,590* | 46,271 | *-5.3%* | *-4.1%* | *-8.1%* | *-12.1%* | *-13.6%* | *-11.9%* | *-5.1%* | -5.8% |
| WEST AVENUES | 72,502 | 56,201 | 57,660 | 54,867 | 50,856 | 50,545 | 52,999 | 56,491 | 55,772 | -22.5% | -20.5% | -24.3% | -29.9% | -30.3% | -26.9% | -22.1% | -23.1% |
| West End Ave | 10,141 | 3,914 | 4,226 | 3,391 | 2,516 | 2,424 | 3,024 | 4,322 | 4,037 | -61.4% | -58.3% | -66.6% | -75.2% | -76.1% | -70.2% | -57.4% | -60.2% |
| *am* | *2,742* | *1,163* | *1,248* | *983* | *767* | *753* | *841* | *1,336* | 1,121 | *-57.6%* | *-54.5%* | *-64.2%* | *-72.0%* | *-72.5%* | *-69.3%* | *-51.3%* | -59.1% |
| *md* | *3,007* | *1,210* | *1,294* | *970* | *777* | *751* | *962* | *1,380* | 1,206 | *-59.8%* | *-57.0%* | *-67.7%* | *-74.2%* | *-75.0%* | *-68.0%* | *-54.1%* | -59.9% |
| *pm* | *2,280* | *1,008* | *1,130* | *990* | *610* | *607* | *814* | *1,020* | 1,151 | *-55.8%* | *-50.4%* | *-56.6%* | *-73.2%* | *-73.4%* | *-64.3%* | *-55.3%* | -49.5% |
| *nt* | *2,112* | *533* | *554* | *448* | *362* | *313* | *407* | *586* | 559 | *-74.8%* | *-73.8%* | *-78.8%* | *-82.9%* | *-85.2%* | *-80.7%* | *-72.3%* | -73.5% |
| Broadway | 34,340 | 29,214 | 29,590 | 28,539 | 26,644 | 26,387 | 27,354 | 28,641 | 28,646 | -14.9% | -13.8% | -16.9% | -22.4% | -23.2% | -20.3% | -16.6% | -16.6% |
| *am* | *8,486* | *7,413* | *7,356* | *7,314* | *6,655* | *6,584* | *6,769* | *7,238* | 7,197 | *-12.6%* | *-13.3%* | *-13.8%* | *-21.6%* | *-22.4%* | *-20.2%* | *-14.7%* | -15.2% |
| *md* | *9,086* | *7,245* | *7,487* | *7,070* | *6,345* | *6,246* | *6,738* | *7,205* | 7,243 | *-20.3%* | *-17.6%* | *-22.2%* | *-30.2%* | *-31.3%* | *-25.8%* | *-20.7%* | -20.3% |
| *pm* | *10,649* | *9,199* | *9,342* | *9,026* | *8,618* | *8,631* | *8,617* | *9,088* | 9,117 | *-13.6%* | *-12.3%* | *-15.2%* | *-19.1%* | *-19.0%* | *-19.1%* | *-14.7%* | -14.4% |
| *nt* | *6,119* | *5,357* | *5,405* | *5,129* | *5,026* | *4,926* | *5,230* | *5,110* | 5,089 | *-12.5%* | *-11.7%* | *-16.2%* | *-17.9%* | *-19.5%* | *-14.5%* | *-16.5%* | -16.8% |
| Amsterdam | 13,296 | 8,508 | 8,776 | 8,388 | 7,821 | 7,614 | 8,283 | 8,730 | 8,352 | -36.0% | -34.0% | -36.9% | -41.2% | -42.7% | -37.7% | -34.3% | -37.2% |
| *am* | *1,825* | *1,107* | *1,082* | *970* | *898* | *870* | *909* | *1,210* | 1,024 | *-39.3%* | *-40.7%* | *-46.8%* | *-50.8%* | *-52.3%* | *-50.2%* | *-33.7%* | -43.9% |
| *md* | *3,528* | *2,091* | *2,084* | *1,957* | *1,745* | *1,740* | *1,871* | *2,213* | 2,032 | *-40.7%* | *-40.9%* | *-44.5%* | *-50.5%* | *-50.7%* | *-47.0%* | *-37.3%* | -42.4% |
| *pm* | *6,075* | *4,241* | *4,587* | *4,265* | *3,860* | *3,814* | *4,185* | *4,193* | 4,245 | *-30.2%* | *-24.5%* | *-29.8%* | *-36.5%* | *-37.2%* | *-31.1%* | *-31.0%* | -30.1% |
| *nt* | *1,868* | *1,069* | *1,023* | *1,196* | *1,318* | *1,190* | *1,318* | *1,114* | 1,051 | *-42.8%* | *-45.2%* | *-36.0%* | *-29.4%* | *-36.3%* | *-29.4%* | *-40.4%* | -43.7% |
| Columbus Ave | 10,785 | 10,941 | 11,335 | 10,628 | 10,040 | 10,246 | 10,362 | 11,120 | 10,908 | 1.4% | 5.1% | -1.5% | -6.9% | -5.0% | -3.9% | 3.1% | 1.1% |
| *am* | *3,422* | *3,297* | *3,412* | *3,262* | *3,025* | *3,091* | *3,183* | *3,316* | 3,370 | *-3.7%* | *-0.3%* | *-4.7%* | *-11.6%* | *-9.7%* | *-7.0%* | *-3.1%* | -1.5% |
| *md* | *3,964* | *3,742* | *3,950* | *3,617* | *3,452* | *3,601* | *3,518* | *3,806* | 3,738 | *-5.6%* | *-0.4%* | *-8.8%* | *-12.9%* | *-9.2%* | *-11.3%* | *-4.0%* | -5.7% |
| *pm* | *1,968* | *1,979* | *2,017* | *1,840* | *1,766* | *1,786* | *1,859* | *1,953* | 1,827 | *0.6%* | *2.5%* | *-6.5%* | *-10.3%* | *-9.2%* | *-5.5%* | *-0.8%* | -7.2% |
| *nt* | *1,431* | *1,923* | *1,956* | *1,909* | *1,797* | *1,768* | *1,802* | *2,045* | 1,973 | *34.4%* | *36.7%* | *33.4%* | *25.6%* | *23.5%* | *25.9%* | *42.9%* | 37.9% |
| Eighth Avenue | 3,940 | 3,624 | 3,733 | 3,921 | 3,835 | 3,874 | 3,976 | 3,678 | 3,829 | -8.0% | -5.3% | -0.5% | -2.7% | -1.7% | 0.9% | -6.6% | -2.8% |
| *am* | *693* | *697* | *713* | *748* | *878* | *879* | *863* | *652* | 721 | *0.6%* | *2.9%* | *7.9%* | *26.7%* | *26.8%* | *24.5%* | *-5.9%* | 4.0% |
| *md* | *960* | *858* | *853* | *884* | *853* | *881* | *902* | *861* | 897 | *-10.6%* | *-11.1%* | *-7.9%* | *-11.1%* | *-8.2%* | *-6.0%* | *-10.3%* | -6.6% |
| *pm* | *1,468* | *1,248* | *1,314* | *1,365* | *1,235* | *1,236* | *1,277* | *1,292* | 1,363 | *-15.0%* | *-10.5%* | *-7.0%* | *-15.9%* | *-15.8%* | *-13.0%* | *-12.0%* | -7.2% |
| *nt* | *819* | *821* | *853* | *924* | *869* | *878* | *934* | *873* | 848 | *0.2%* | *4.2%* | *12.8%* | *6.1%* | *7.2%* | *14.0%* | *6.6%* | 3.5% |
| EAST AVENUES | 175,227 | 128,826 | 129,879 | 120,868 | 111,064 | 110,230 | 112,749 | 125,625 | 123,215 | -26.5% | -25.9% | -31.0% | -36.6% | -37.1% | -35.7% | -28.3% | -29.7% |
| Fifth Avenue | 13,688 | 10,357 | 10,635 | 9,866 | 9,084 | 8,954 | 9,305 | 10,313 | 10,071 | -24.3% | -22.3% | -27.9% | -33.6% | -34.6% | -32.0% | -24.7% | -26.4% |
| *am* | *4,262* | *3,688* | *3,718* | *3,606* | *3,340* | *3,250* | *3,382* | *3,603* | 3,510 | *-13.5%* | *-12.8%* | *-15.4%* | *-21.6%* | *-23.7%* | *-20.6%* | *-15.5%* | -17.6% |
| *md* | *5,324* | *3,600* | *3,749* | *3,492* | *3,075* | *3,091* | *3,237* | *3,668* | 3,526 | *-32.4%* | *-29.6%* | *-34.4%* | *-42.2%* | *-41.9%* | *-39.2%* | *-31.1%* | -33.8% |
| *pm* | *2,178* | *1,638* | *1,715* | *1,546* | *1,547* | *1,565* | *1,565* | *1,644* | 1,683 | *-24.8%* | *-21.3%* | *-29.0%* | *-29.0%* | *-28.1%* | *-28.1%* | *-24.5%* | -22.7% |
| *nt* | *1,924* | *1,431* | *1,453* | *1,222* | *1,122* | *1,048* | *1,121* | *1,398* | 1,352 | *-25.6%* | *-24.5%* | *-36.5%* | *-41.7%* | *-45.5%* | *-41.7%* | *-27.3%* | -29.7% |
| Madison Avenue | 4,135 | 3,557 | 3,673 | 3,532 | 3,361 | 3,329 | 3,451 | 3,574 | 3,558 | -14.0% | -11.2% | -14.6% | -18.7% | -19.5% | -16.5% | -13.6% | -14.0% |

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| *am* | *504* | *478* | *483* | *475* | *467* | *466* | *471* | *473* | *493* | *-5.2%* | *-4.2%* | *-5.8%* | *-7.3%* | *-7.5%* | *-6.5%* | *-6.2%* | *-2.2%* |
| *md* | *933* | *894* | *888* | *878* | *882* | *876* | *877* | *881* | *859* | *-4.2%* | *-4.8%* | *-5.9%* | *-5.5%* | *-6.1%* | *-6.0%* | *-5.6%* | *-7.9%* |
| *pm* | *2,424* | *1,990* | *2,110* | *1,990* | *1,835* | *1,776* | *1,906* | *2,039* | *2,022* | *-17.9%* | *-13.0%* | *-17.9%* | *-24.3%* | *-26.7%* | *-21.4%* | *-15.9%* | *-16.6%* |
| *nt* | *274* | *195* | *192* | *189* | *177* | *211* | *197* | *181* | *184* | *-28.8%* | *-29.9%* | *-31.0%* | *-35.4%* | *-23.0%* | *-28.1%* | *-33.9%* | *-32.8%* |
| Park Avenue | 19,120 | 15,565 | 15,774 | 15,288 | 14,537 | 13,927 | 14,552 | 15,240 | *15,236* | -18.6% | -17.5% | -20.0% | -24.0% | -27.2% | -23.9% | -20.3% | *-20.3%* |
| *am* | *5,447* | *4,692* | *4,776* | *4,636* | *4,339* | *4,212* | *4,363* | *4,589* | *4,592* | *-13.9%* | *-12.3%* | *-14.9%* | *-20.3%* | *-22.7%* | *-19.9%* | *-15.8%* | *-15.7%* |
| *md* | *5,082* | *3,833* | *3,820* | *3,666* | *3,475* | *3,403* | *3,500* | *3,724* | *3,722* | *-24.6%* | *-24.8%* | *-27.9%* | *-31.6%* | *-33.0%* | *-31.1%* | *-26.7%* | *-26.8%* |
| *pm* | *5,339* | *4,419* | *4,465* | *4,384* | *4,323* | *4,085* | *4,172* | *4,322* | *4,404* | *-17.2%* | *-16.4%* | *-17.9%* | *-19.0%* | *-23.5%* | *-21.9%* | *-19.0%* | *-17.5%* |
| *nt* | *3,252* | *2,621* | *2,713* | *2,602* | *2,400* | *2,227* | *2,517* | *2,605* | *2,518* | *-19.4%* | *-16.6%* | *-20.0%* | *-26.2%* | *-31.5%* | *-22.6%* | *-19.9%* | *-22.5%* |
| Lexington Avenue | 12,954 | 9,343 | 9,394 | 8,438 | 7,528 | 7,611 | 7,613 | 9,448 | *8,366* | -27.9% | -27.5% | -34.9% | -41.9% | -41.2% | -41.2% | -27.1% | *-35.4%* |
| *am* | *4,078* | *2,531* | *2,615* | *2,444* | *2,237* | *2,173* | *2,294* | *2,566* | *2,457* | *-37.9%* | *-35.9%* | *-40.1%* | *-45.1%* | *-46.7%* | *-43.7%* | *-37.1%* | *-39.7%* |
| *md* | *4,945* | *4,249* | *4,113* | *3,683* | *3,003* | *3,158* | *2,998* | *4,397* | *3,278* | *-14.1%* | *-16.8%* | *-25.5%* | *-39.3%* | *-36.1%* | *-39.4%* | *-11.1%* | *-33.7%* |
| *pm* | *1,830* | *1,167* | *1,258* | *1,147* | *1,159* | *1,186* | *1,203* | *1,160* | *1,178* | *-36.2%* | *-31.3%* | *-37.3%* | *-36.7%* | *-35.2%* | *-34.3%* | *-36.6%* | *-35.6%* |
| *nt* | *2,101* | *1,396* | *1,408* | *1,164* | *1,129* | *1,094* | *1,118* | *1,325* | *1,453* | *-33.6%* | *-33.0%* | *-44.6%* | *-46.3%* | *-47.9%* | *-46.8%* | *-36.9%* | *-30.8%* |
| Third Avenue | 14,732 | 11,117 | 11,374 | 10,467 | 8,672 | 8,892 | 8,798 | 10,586 | *10,978* | -24.5% | -22.8% | -29.0% | -41.1% | -39.6% | -40.3% | -28.1% | *-25.5%* |
| *am* | *2,657* | *2,016* | *2,037* | *1,929* | *1,764* | *1,815* | *1,770* | *1,833* | *1,948* | *-24.1%* | *-23.3%* | *-27.4%* | *-33.6%* | *-31.7%* | *-33.4%* | *-31.0%* | *-26.7%* |
| *md* | *4,589* | *3,792* | *3,998* | *3,547* | *2,671* | *2,707* | *2,729* | *3,790* | *3,885* | *-17.4%* | *-12.9%* | *-22.7%* | *-41.8%* | *-41.0%* | *-40.5%* | *-17.4%* | *-15.3%* |
| *pm* | *5,105* | *3,847* | *3,867* | *3,545* | *2,998* | *3,072* | *3,015* | *3,547* | *3,602* | *-24.6%* | *-24.3%* | *-30.6%* | *-41.3%* | *-39.8%* | *-40.9%* | *-30.5%* | *-29.4%* |
| *nt* | *2,381* | *1,462* | *1,472* | *1,446* | *1,239* | *1,298* | *1,284* | *1,416* | *1,543* | *-38.6%* | *-38.2%* | *-39.3%* | *-48.0%* | *-45.5%* | *-46.1%* | *-40.5%* | *-35.2%* |
| Second Avenue | 40,494 | 21,084 | 20,913 | 18,165 | 15,893 | 15,843 | 16,747 | 18,875 | *19,326* | -47.9% | -48.4% | -55.1% | -60.8% | -60.9% | -58.6% | -53.4% | *-52.3%* |
| *am* | *9,631* | *6,535* | *6,568* | *6,140* | *5,685* | *5,698* | *5,921* | *5,890* | *6,040* | *-32.1%* | *-31.8%* | *-36.2%* | *-41.0%* | *-40.8%* | *-38.5%* | *-38.8%* | *-37.3%* |
| *md* | *11,156* | *6,460* | *6,568* | *5,419* | *4,417* | *4,545* | *4,685* | *6,186* | *6,608* | *-42.1%* | *-41.1%* | *-51.4%* | *-60.4%* | *-59.3%* | *-58.0%* | *-44.6%* | *-40.8%* |
| *pm* | *9,085* | *4,499* | *4,453* | *4,012* | *3,615* | *3,620* | *3,747* | *4,194* | *3,917* | *-50.5%* | *-51.0%* | *-55.8%* | *-60.2%* | *-60.2%* | *-58.8%* | *-53.8%* | *-56.9%* |
| *nt* | *10,622* | *3,590* | *3,324* | *2,594* | *2,176* | *1,980* | *2,394* | *2,605* | *2,761* | *-66.2%* | *-68.7%* | *-75.6%* | *-79.5%* | *-81.4%* | *-77.5%* | *-75.5%* | *-74.0%* |
| First Avenue | 6,164 | 5,765 | 6,078 | 5,871 | 5,663 | 5,308 | 5,736 | 5,937 | *5,760* | -6.5% | -1.4% | -4.8% | -8.1% | -13.9% | -6.9% | -3.7% | *-6.6%* |
| *am* | *2,202* | *1,993* | *2,014* | *1,952* | *1,867* | *1,844* | *1,911* | *1,987* | *1,952* | *-9.5%* | *-8.5%* | *-11.4%* | *-15.2%* | *-16.3%* | *-13.2%* | *-9.8%* | *-11.4%* |
| *md* | *1,430* | *1,601* | *1,640* | *1,585* | *1,564* | *1,496* | *1,561* | *1,640* | *1,589* | *12.0%* | *14.7%* | *10.8%* | *9.4%* | *4.6%* | *9.2%* | *14.7%* | *11.1%* |
| *pm* | *1,755* | *1,488* | *1,774* | *1,733* | *1,641* | *1,417* | *1,635* | *1,622* | *1,564* | *-15.2%* | *1.1%* | *-1.3%* | *-6.5%* | *-19.3%* | *-6.8%* | *-7.6%* | *-10.9%* |
| *nt* | *777* | *683* | *650* | *601* | *591* | *551* | *629* | *688* | *655* | *-12.1%* | *-16.3%* | *-22.7%* | *-23.9%* | *-29.1%* | *-19.0%* | *-11.5%* | *-15.7%* |
| York Avenue | 23,130 | 14,003 | 13,978 | 13,323 | 11,794 | 12,032 | 12,062 | 13,801 | *13,062* | -39.5% | -39.6% | -42.4% | -49.0% | -48.0% | -47.9% | -40.3% | *-43.5%* |
| *am* | *4,535* | *2,600* | *2,627* | *2,392* | *2,200* | *2,157* | *2,098* | *2,448* | *2,372* | *-42.7%* | *-42.1%* | *-47.3%* | *-51.5%* | *-52.4%* | *-53.7%* | *-46.0%* | *-47.7%* |
| *md* | *7,308* | *4,514* | *4,721* | *4,475* | *3,785* | *3,805* | *4,073* | *4,507* | *4,331* | *-38.2%* | *-35.4%* | *-38.8%* | *-48.2%* | *-47.9%* | *-44.3%* | *-38.3%* | *-40.7%* |
| *pm* | *4,177* | *2,440* | *2,269* | *2,018* | *1,855* | *1,999* | *1,915* | *2,474* | *2,109* | *-41.6%* | *-45.7%* | *-51.7%* | *-55.6%* | *-52.1%* | *-54.2%* | *-40.8%* | *-49.5%* |
| *nt* | *7,110* | *4,449* | *4,361* | *4,438* | *3,954* | *4,071* | *3,976* | *4,372* | *4,250* | *-37.4%* | *-38.7%* | *-37.6%* | *-44.4%* | *-42.7%* | *-44.1%* | *-38.5%* | *-40.2%* |
| Ed Koch Queensboro Ramp | 40,810 | 38,035 | 38,060 | 35,918 | 34,532 | 34,334 | 34,485 | 37,851 | *36,858* | -6.8% | -6.7% | -12.0% | -15.4% | -15.9% | -15.5% | -7.3% | *-9.7%* |
| *am* | *8,172* | *6,250* | *6,294* | *6,108* | *6,041* | *5,972* | *6,002* | *6,237* | *6,250* | *-23.5%* | *-23.0%* | *-25.3%* | *-26.1%* | *-26.9%* | *-26.6%* | *-23.7%* | *-23.5%* |
| *md* | *15,526* | *13,262* | *13,453* | *12,756* | *11,677* | *11,523* | *11,669* | *13,353* | *12,870* | *-14.6%* | *-13.4%* | *-17.8%* | *-24.8%* | *-25.8%* | *-24.8%* | *-14.0%* | *-17.1%* |
| *pm* | *8,411* | *6,202* | *6,105* | *5,628* | *5,493* | *5,540* | *5,655* | *6,103* | *5,904* | *-26.3%* | *-27.4%* | *-33.1%* | *-34.7%* | *-34.1%* | *-32.8%* | *-27.4%* | *-29.8%* |
| *nt* | *8,701* | *12,321* | *12,208* | *11,426* | *11,321* | *11,299* | *11,159* | *12,158* | *11,834* | *41.6%* | *40.3%* | *31.3%* | *30.1%* | *29.9%* | *28.2%* | *39.7%* | *36.0%* |
| Queens | 291,091 | 253,735 | 252,884 | 253,353 | 254,874 | 253,653 | 255,827 | 248,183 | *249,488* | -12.8% | -13.1% | -13.0% | -12.4% | -12.9% | -12.1% | -14.7% | *-14.3%* |
| Inbound | 154,348 | 138,824 | 138,730 | 142,997 | 147,894 | 147,558 | 148,430 | 136,884 | *138,699* | -10.1% | -10.1% | -7.4% | -4.2% | -4.4% | -3.8% | -11.3% | *-10.1%* |
| Outbound | 136,738 | 114,904 | 114,147 | 110,352 | 106,975 | 106,091 | 107,391 | 111,295 | *110,789* | -16.0% | -16.5% | -19.3% | -21.8% | -22.4% | -21.5% | -18.6% | *-19.0%* |
| Ed Koch Queensboro Bridge | 197,846 | 166,725 | 165,822 | 148,303 | 141,166 | 139,726 | 140,873 | 161,957 | *155,450* | -15.7% | -16.2% | -25.0% | -28.6% | -29.4% | -28.8% | -18.1% | *-21.4%* |
| *am* | *42,221* | *36,712* | *36,676* | *33,980* | *32,041* | *31,626* | *31,820* | *35,481* | *34,542* | *-13.0%* | *-13.1%* | *-19.5%* | *-24.1%* | *-25.1%* | *-24.6%* | *-16.0%* | *-18.2%* |
| *md* | *62,631* | *52,936* | *53,021* | *50,245* | *47,626* | *47,231* | *47,633* | *51,650* | *50,593* | *-15.5%* | *-15.3%* | *-19.8%* | *-24.0%* | *-24.6%* | *-23.9%* | *-17.5%* | *-19.2%* |
| *pm* | *42,940* | *34,959* | *34,766* | *31,385* | *30,046* | *29,768* | *30,328* | *34,205* | *32,264* | *-18.6%* | *-19.0%* | *-26.9%* | *-30.0%* | *-30.7%* | *-29.4%* | *-20.3%* | *-24.9%* |
| *nt* | *50,054* | *42,118* | *41,359* | *32,693* | *31,453* | *31,101* | *31,092* | *40,621* | *38,051* | *-15.9%* | *-17.4%* | *-34.7%* | *-37.2%* | *-37.9%* | *-37.9%* | *-18.8%* | *-24.0%* |
| Queens-Midtown Tunnel | 93,245 | 87,010 | 87,062 | 105,050 | 113,708 | 113,927 | 114,954 | 86,226 | *94,038* | -6.7% | -6.6% | 12.7% | 21.9% | 22.2% | 23.3% | -7.5% | *0.9%* |
| *am* | *21,318* | *20,294* | *20,323* | *22,461* | *24,206* | *24,031* | *24,399* | *20,241* | *21,835* | *-4.8%* | *-4.7%* | *5.4%* | *13.5%* | *12.7%* | *14.5%* | *-5.1%* | *2.4%* |
| *md* | *32,800* | *30,994* | *31,149* | *33,041* | *34,751* | *34,679* | *35,178* | *30,774* | *32,304* | *-5.5%* | *-5.0%* | *0.7%* | *5.9%* | *5.7%* | *7.3%* | *-6.2%* | *-1.5%* |
| *pm* | *22,094* | *20,087* | *20,082* | *23,055* | *24,200* | *24,066* | *24,167* | *19,888* | *22,158* | *-9.1%* | *-9.1%* | *4.3%* | *9.5%* | *8.9%* | *9.4%* | *-10.0%* | *0.3%* |
| *nt* | *17,033* | *15,635* | *15,508* | *26,493* | *30,551* | *31,151* | *31,210* | *15,323* | *17,741* | *-8.2%* | *-9.0%* | *55.5%* | *79.4%* | *82.9%* | *83.2%* | *-10.0%* | *4.2%* |
| Brooklyn | 408,468 | 365,716 | 367,350 | 351,031 | 330,025 | 325,233 | 330,740 | 358,827 | *356,381* | -10.5% | -10.1% | -14.1% | -19.2% | -20.4% | -19.0% | *-12.2%* | *-12.7%* |
| Inbound | 192,604 | 172,530 | 173,247 | 159,307 | 143,498 | 141,693 | 143,711 | 169,120 | *165,715* | -10.4% | -10.1% | -17.3% | -25.5% | -26.4% | -25.4% | *-12.2%* | *-14.0%* |

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| Scenario | No Action | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE | A | B | C | D | E | F | G | ADOPTED TOLL STRUCTURE |
| Outbound | 215,854 | 193,179 | 194,093 | 191,710 | 186,518 | 183,531 | 187,019 | 189,699 | *190,666* | -10.5% | -10.1% | -11.2% | -13.6% | -15.0% | -13.4% | -12.1% | *-11.7%* |
| Williamsburg Bridge | 133,193 | 111,152 | 111,231 | 103,933 | 93,227 | 91,002 | 93,740 | 108,000 | *107,226* | -16.5% | -16.5% | -22.0% | -30.0% | -31.7% | -29.6% | -18.9% | *-19.5%* |
| *am* | *28,657* | *23,603* | *23,402* | *22,828* | *21,703* | *21,184* | *21,445* | *23,086* | *23,026* | *-17.6%* | *-18.3%* | *-20.3%* | *-24.3%* | *-26.1%* | *-25.2%* | *-19.4%* | *-19.6%* |
| *md* | *37,751* | *31,457* | *31,715* | *30,384* | *28,285* | *27,954* | *28,793* | *30,496* | *30,695* | *-16.7%* | *-16.0%* | *-19.5%* | *-25.1%* | *-26.0%* | *-23.7%* | *-19.2%* | *-18.7%* |
| *pm* | *32,592* | *28,375* | *28,569* | *27,062* | *24,497* | *24,023* | *24,458* | *27,939* | *27,412* | *-12.9%* | *-12.3%* | *-17.0%* | *-24.8%* | *-26.3%* | *-25.0%* | *-14.3%* | *-15.9%* |
| *nt* | *34,193* | *27,717* | *27,545* | *23,659* | *18,742* | *17,841* | *19,044* | *26,479* | *26,093* | *-18.9%* | *-19.4%* | *-30.8%* | *-45.2%* | *-47.8%* | *-44.3%* | *-22.6%* | *-23.7%* |
| Manhattan Bridge | 89,149 | 69,587 | 69,972 | 57,934 | 44,967 | 42,409 | 44,757 | 67,431 | *63,541* | -21.9% | -21.5% | -35.0% | -49.6% | -52.4% | -49.8% | -24.4% | *-28.7%* |
| *am* | *24,240* | *19,181* | *19,463* | *16,306* | *12,866* | *12,271* | *12,375* | *18,619* | *17,014* | *-20.9%* | *-19.7%* | *-32.7%* | *-46.9%* | *-49.4%* | *-48.9%* | *-23.2%* | *-29.8%* |
| *md* | *24,873* | *20,349* | *20,465* | *17,550* | *12,633* | *12,068* | *13,529* | *19,843* | *18,735* | *-18.2%* | *-17.7%* | *-29.4%* | *-49.2%* | *-51.5%* | *-45.6%* | *-20.2%* | *-24.7%* |
| *pm* | *21,682* | *16,501* | *16,605* | *13,896* | *10,852* | *10,144* | *10,448* | *15,847* | *14,473* | *-23.9%* | *-23.4%* | *-35.9%* | *-49.9%* | *-53.2%* | *-51.8%* | *-26.9%* | *-33.2%* |
| *nt* | *18,354* | *13,556* | *13,439* | *10,182* | *8,616* | *7,926* | *8,405* | *13,122* | *13,319* | *-26.1%* | *-26.8%* | *-44.5%* | *-53.1%* | *-56.8%* | *-54.2%* | *-28.5%* | *-27.4%* |
| Brooklyn Bridge | 123,306 | 120,792 | 121,064 | 115,635 | 109,739 | 109,409 | 109,590 | 120,164 | *118,268* | -2.0% | -1.8% | -6.2% | -11.0% | -11.3% | -11.1% | -2.5% | *-4.1%* |
| *am* | *26,213* | *25,670* | *25,654* | *24,973* | *24,514* | *24,414* | *24,590* | *25,498* | *25,155* | *-2.1%* | *-2.1%* | *-4.7%* | *-6.5%* | *-6.9%* | *-6.2%* | *-2.7%* | *-4.0%* |
| *md* | *34,357* | *33,511* | *33,801* | *32,465* | *31,177* | *31,323* | *31,190* | *33,385* | *32,725* | *-2.5%* | *-1.6%* | *-5.5%* | *-9.3%* | *-8.8%* | *-9.2%* | *-2.8%* | *-4.7%* |
| *pm* | *27,393* | *26,147* | *26,223* | *25,070* | *24,595* | *24,477* | *24,521* | *26,020* | *25,391* | *-4.5%* | *-4.3%* | *-8.5%* | *-10.2%* | *-10.6%* | *-10.5%* | *-5.0%* | *-7.3%* |
| *nt* | *35,343* | *35,464* | *35,386* | *33,127* | *29,453* | *29,195* | *29,289* | *35,261* | *34,997* | *0.3%* | *0.1%* | *-6.3%* | *-16.7%* | *-17.4%* | *-17.1%* | *-0.2%* | *-1.0%* |
| Hugh Carey Tunnel | 62,820 | 64,185 | 65,083 | 73,529 | 82,092 | 82,413 | 82,653 | 63,232 | *67,346* | 2.2% | 3.6% | 17.0% | 30.7% | 31.2% | 31.6% | 0.7% | *7.2%* |
| *am* | *17,654* | *18,302* | *18,449* | *19,366* | *20,680* | *20,680* | *20,734* | *18,011* | *19,200* | *3.7%* | *4.5%* | *9.7%* | *17.1%* | *17.1%* | *17.4%* | *2.0%* | *8.8%* |
| *md* | *20,946* | *20,546* | *20,963* | *22,234* | *24,001* | *24,044* | *24,374* | *20,168* | *21,788* | *-1.9%* | *0.1%* | *6.1%* | *14.6%* | *14.8%* | *16.4%* | *-3.7%* | *4.0%* |
| *pm* | *19,208* | *19,230* | *19,455* | *21,136* | *22,606* | *22,545* | *22,662* | *18,859* | *20,198* | *0.1%* | *1.3%* | *10.0%* | *17.7%* | *17.4%* | *18.0%* | *-1.8%* | *5.2%* |
| *nt* | *5,012* | *6,107* | *6,216* | *10,793* | *14,805* | *15,144* | *14,883* | *6,194* | *6,160* | *21.8%* | *24.0%* | *115.3%* | *195.4%* | *202.2%* | *196.9%* | *23.6%* | *22.9%* |
| New Jersey | 231,655 | 200,038 | 198,343 | 203,377 | 207,027 | 200,911 | 206,241 | 193,082 | *195,681* | -13.6% | -14.4% | -12.2% | -10.6% | -13.3% | -11.0% | *-16.7%* | *-15.5%* |
| Inbound | 114,867 | 100,060 | 99,252 | 107,304 | 113,390 | 109,619 | 112,875 | 96,443 | *100,473* | -12.9% | -13.6% | -6.6% | -1.3% | -4.6% | -1.7% | *-16.0%* | *-12.5%* |
| Outbound | 116,785 | 99,973 | 99,088 | 96,070 | 93,634 | 91,291 | 93,364 | 96,635 | *95,208* | -14.4% | -15.2% | -17.7% | -19.8% | -21.8% | -20.1% | *-17.3%* | *-18.5%* |
| Holland Tunnel | 112,293 | 98,676 | 97,801 | 98,923 | 97,997 | 95,322 | 97,637 | 94,418 | *95,630* | -12.1% | -12.9% | -11.9% | -12.7% | -15.1% | -13.1% | *-15.9%* | *-14.8%* |
| *am* | *24,403* | *22,357* | *22,225* | *22,221* | *22,072* | *21,685* | *21,709* | *21,681* | *21,867* | *-8.4%* | *-8.9%* | *-8.9%* | *-9.6%* | *-11.1%* | *-11.0%* | *-11.2%* | *-10.4%* |
| *md* | *30,664* | *26,921* | *26,656* | *26,726* | *26,521* | *25,498* | *26,919* | *26,141* | *25,952* | *-12.2%* | *-13.1%* | *-12.8%* | *-13.5%* | *-16.8%* | *-12.2%* | *-14.8%* | *-15.4%* |
| *pm* | *24,319* | *21,872* | *21,729* | *21,790* | *21,856* | *21,047* | *21,114* | *21,160* | *21,210* | *-10.1%* | *-10.7%* | *-10.4%* | *-10.1%* | *-13.5%* | *-13.2%* | *-13.0%* | *-12.8%* |
| *nt* | *32,907* | *27,526* | *27,191* | *28,186* | *27,548* | *27,092* | *27,895* | *25,436* | *26,601* | *-16.4%* | *-17.4%* | *-14.3%* | *-16.3%* | *-17.7%* | *-15.2%* | *-22.7%* | *-19.2%* |
| Lincoln Tunnel | 119,362 | 101,362 | 100,542 | 104,454 | 109,030 | 105,589 | 108,604 | 98,664 | *100,051* | -15.1% | -15.8% | -12.5% | -8.7% | *-11.5%* | *-9.0%* | *-17.3%* | *-16.2%* |
| *am* | *25,320* | *23,616* | *23,552* | *24,101* | *24,429* | *24,076* | *23,987* | *23,045* | *23,595* | *-6.7%* | *-7.0%* | *-4.8%* | *-3.5%* | *-4.9%* | *-5.3%* | *-9.0%* | *-6.8%* |
| *md* | *35,984* | *30,238* | *29,793* | *30,254* | *30,590* | *29,902* | *31,337* | *29,419* | *29,555* | *-16.0%* | *-17.2%* | *-15.9%* | *-15.0%* | *-16.9%* | *-12.9%* | *-18.2%* | *-17.9%* |
| *pm* | *26,762* | *23,685* | *23,679* | *23,597* | *23,506* | *22,830* | *22,925* | *23,049* | *23,146* | *-11.5%* | *-11.5%* | *-11.8%* | *-12.2%* | *-14.7%* | *-14.3%* | *-13.9%* | *-13.5%* |
| *nt* | *31,296* | *23,823* | *23,518* | *26,502* | *30,505* | *28,781* | *30,355* | *23,151* | *23,755* | *-23.9%* | *-24.9%* | *-15.3%* | *-2.5%* | *-8.0%* | *-3.0%* | *-26.0%* | *-24.1%* |

Final EA Appendix 4A2, Table 4A.2-10. Summary – Vehicle-Miles Traveled (2045) – with Adopted Toll Structure Added

| | Daily VMT | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| Scenario | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Manhattan CBD** | **3,402,711** | **3,173,972** | **3,199,881** | **3,156,249** | **3,117,142** | **3,106,570** | **3,147,541** | **3,144,017** | **3,144,178** | **-6.7%** | **-6.0%** | **-7.2%** | **-8.4%** | **-8.7%** | **-7.5%** | **-7.6%** | **-7.6%** |
| | | | | | | | | | | | | | | | | | |
| **New York City** | **49,748,914** | **49,306,506** | **49,361,708** | **49,206,260** | **48,917,855** | **48,908,967** | **49,014,661** | **49,271,140** | **49,268,271** | **-0.9%** | **-0.8%** | **-1.1%** | **-1.7%** | **-1.7%** | **-1.5%** | **-1.0%** | **-1.0%** |
| Manhattan CBD | 3,402,711 | 3,173,972 | 3,199,881 | 3,156,249 | 3,117,142 | 3,106,570 | 3,147,541 | 3,144,017 | **3,144,178** | -6.7% | -6.0% | -7.2% | -8.4% | -8.7% | -7.5% | -7.6% | -7.6% |
| CBD Core | 1,262,019 | 1,211,069 | 1,219,101 | 1,222,077 | 1,236,236 | 1,230,340 | 1,246,015 | 1,197,152 | 1,201,489 | -4.0% | -3.4% | -3.2% | -2.0% | -2.5% | -1.3% | -5.1% | -4.8% |
| Peripheral Highways (south of 60th Street; excluded from the toll) | 2,140,692 | 1,962,903 | 1,980,780 | 1,934,172 | 1,880,906 | 1,876,230 | 1,901,526 | 1,946,865 | 1,942,689 | -8.3% | -7.5% | -9.6% | -12.1% | -12.4% | -11.2% | -9.1% | -9.2% |
| *RT9A - S of 60th* | *647,671* | *554,316* | *562,018* | *528,271* | *500,214* | *499,855* | *509,900* | *550,459* | 540,705 | *-14.4%* | *-13.2%* | *-18.4%* | *-22.8%* | *-22.8%* | *-21.3%* | *-15.0%* | -16.5% |
| *FDR - S of 60th* | *758,659* | *760,056* | *770,395* | *754,497* | *733,879* | *739,383* | *743,921* | *763,263* | 762,556 | *0.2%* | *1.5%* | *-0.5%* | *-3.3%* | *-2.5%* | *-1.9%* | *0.6%* | 0.5% |
| *Bridge & Tunnels - S of 60th** | *734,362* | *648,531* | *648,367* | *651,404* | *646,813* | *636,992* | *647,705* | *633,143* | 639,428 | *-11.7%* | *-11.7%* | *-11.3%* | *-11.9%* | *-13.3%* | *-11.8%* | *-13.8%* | -12.9% |
| Zone 1 | 2,349,929 | 2,195,311 | 2,199,825 | 2,155,278 | 2,113,309 | 2,104,806 | 2,123,309 | 2,173,895 | **2,170,252** | -6.6% | -6.4% | -8.3% | -10.1% | -10.4% | -9.6% | -7.5% | -7.6% |
| Manhattan: 60th St - 82nd St | 691,669 | 619,654 | 625,994 | 609,607 | 588,882 | 587,032 | 597,706 | 615,867 | 614,392 | -10.4% | -9.5% | -11.9% | -14.9% | -15.1% | -13.6% | -11.0% | -11.2% |
| Long Island City | 700,142 | 652,642 | 650,449 | 648,608 | 652,055 | 649,766 | 653,025 | 642,138 | 644,414 | -6.8% | -7.1% | -7.4% | -6.9% | -7.2% | -6.7% | -8.3% | -8.0% |
| Downtown Brooklyn | 530,763 | 515,559 | 515,095 | 495,020 | 479,948 | 477,863 | 479,718 | 511,255 | 506,463 | -2.9% | -3.0% | -6.7% | -9.6% | -10.0% | -9.6% | -3.7% | -4.6% |
| Williamsburg | 427,355 | 407,456 | 408,287 | 402,043 | 392,424 | 390,145 | 392,860 | 404,635 | 404,983 | -4.7% | -4.5% | -5.9% | -8.2% | -8.7% | -8.1% | -5.3% | -5.2% |
| Zone 2 | 7,142,863 | 7,086,769 | 7,098,540 | 7,060,838 | 7,013,071 | 7,012,113 | 7,032,663 | 7,083,658 | **7,076,967** | -0.8% | -0.6% | -1.1% | -1.8% | -1.8% | -1.5% | -0.8% | -0.9% |
| Manhattan: 82nd St - 126th St | 1,812,034 | 1,776,710 | 1,791,117 | 1,769,374 | 1,739,044 | 1,735,671 | 1,749,819 | 1,786,850 | 1,776,647 | -1.9% | -1.2% | -2.4% | -4.0% | -4.2% | -3.4% | -1.4% | -2.0% |
| Inner Brooklyn | 2,542,834 | 2,523,392 | 2,524,419 | 2,502,611 | 2,492,284 | 2,490,072 | 2,492,966 | 2,511,791 | 2,514,023 | -0.8% | -0.7% | -1.6% | -2.0% | -2.1% | -2.0% | -1.2% | -1.1% |
| Inner Queens | 2,787,995 | 2,786,667 | 2,783,004 | 2,788,853 | 2,781,743 | 2,786,370 | 2,789,878 | 2,785,017 | 2,786,297 | 0.0% | -0.2% | 0.0% | -0.2% | -0.1% | 0.1% | -0.1% | -0.1% |
| Zone 3 | 36,853,411 | 36,850,454 | 36,863,462 | 36,833,895 | 36,674,333 | 36,685,478 | 36,711,148 | 36,869,570 | **36,876,874** | 0.0% | 0.0% | -0.1% | -0.5% | -0.5% | -0.4% | 0.0% | 0.1% |
| Upper Manhattan: Above 126th St | 1,809,655 | 1,803,988 | 1,807,284 | 1,789,372 | 1,763,748 | 1,755,041 | 1,767,328 | 1,806,866 | 1,795,520 | -0.3% | -0.1% | -1.1% | -2.5% | -3.0% | -2.3% | -0.2% | -0.8% |
| Outer Brooklyn | 6,926,352 | 6,930,342 | 6,934,043 | 6,925,110 | 6,896,220 | 6,900,201 | 6,894,299 | 6,923,525 | 6,954,215 | 0.1% | 0.1% | 0.0% | -0.4% | -0.4% | -0.5% | 0.0% | 0.4% |
| Outer Queens | 15,879,972 | 15,790,320 | 15,792,442 | 15,789,011 | 15,733,285 | 15,740,134 | 15,760,898 | 15,782,430 | 15,790,667 | -0.6% | -0.6% | -0.6% | -0.9% | -0.9% | -0.7% | -0.6% | -0.6% |
| Staten Island | 4,158,480 | 4,235,660 | 4,234,612 | 4,246,527 | 4,227,463 | 4,242,170 | 4,224,254 | 4,252,251 | 4,263,880 | 1.9% | 1.8% | 2.1% | 1.7% | 2.0% | 1.6% | 2.3% | 2.5% |
| Bronx | 8,078,952 | 8,090,144 | 8,095,081 | 8,083,875 | 8,053,617 | 8,047,932 | 8,064,369 | 8,104,498 | 8,072,592 | 0.1% | 0.2% | 0.1% | -0.3% | -0.4% | -0.2% | 0.3% | -0.1% |
| | | | | | | | | | | | | | | | | | |
| New York State | 134,186,361 | 133,549,102 | 133,603,123 | 133,407,441 | 133,011,541 | 132,941,187 | 133,056,675 | 133,576,575 | 133,442,057 | -0.5% | -0.4% | -0.6% | -0.9% | -0.9% | -0.8% | -0.5% | **-0.6%** |
| New York City | 49,748,914 | 49,306,506 | 49,361,708 | 49,206,260 | 48,917,855 | 48,908,967 | 49,014,661 | 49,271,140 | 49,268,271 | -0.9% | -0.8% | -1.1% | -1.7% | -1.7% | -1.5% | -1.0% | **-1.0%** |
| Long Island | 46,813,526 | 46,752,292 | 46,709,696 | 46,716,462 | 46,732,209 | 46,699,238 | 46,688,529 | 46,757,385 | 46,716,446 | -0.1% | -0.2% | -0.2% | -0.2% | -0.2% | -0.3% | -0.1% | **-0.2%** |
| Upstate | 37,623,921 | 37,490,304 | 37,531,719 | 37,484,719 | 37,361,477 | 37,332,982 | 37,353,485 | 37,548,050 | 37,457,340 | -0.4% | -0.2% | -0.4% | -0.7% | -0.8% | -0.7% | -0.2% | **-0.4%** |
| Connecticut | 35,063,470 | 35,045,234 | 35,006,855 | 35,042,347 | 35,004,182 | 35,002,445 | 34,998,648 | 35,059,459 | 35,027,864 | -0.1% | -0.2% | -0.1% | -0.2% | -0.2% | -0.2% | 0.0% | **-0.1%** |
| New Jersey | 107,907,842 | 107,914,688 | 107,948,940 | 108,040,676 | 107,970,946 | 107,950,075 | 108,024,196 | 107,882,082 | 107,815,533 | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.1% | 0.0% | **-0.1%** |
| **Total** | **277,157,673** | **276,509,024** | **276,558,918** | **276,490,464** | **275,986,669** | **275,893,707** | **276,079,519** | **276,518,116** | **276,285,454** | **-0.2%** | **-0.2%** | **-0.2%** | **-0.4%** | **-0.5%** | **-0.4%** | **-0.2%** | **-0.3%** |

Final EA Appendix 4A2, Table 4A.2-11. Transit Boardings by Mode (2045) – with Adopted Toll Structure Added

| | Transit Boardings (AM Period) | | | | | | | | | Change | | | | | | | Percent Change | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mode | Scenario | | | | | | | | | Scenario | | | | | | | Scenario | | | | | | | | |
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Total Volume** | 7,101,708 | 7,191,188 | 7,182,951 | 7,197,443 | 7,216,330 | 7,225,106 | 7,219,657 | 7,191,067 | 7,168,329 | 89,480 | 81,243 | 95,736 | 114,623 | 123,398 | 117,950 | 89,359 | 66,622 | 1.3% | 1.1% | 1.3% | 1.6% | 1.7% | 1.7% | 1.3% | 0.9% |
| **Commuter Rail** | 566,907 | 571,260 | 571,647 | 572,767 | 575,243 | 575,759 | 575,844 | 571,840 | 571,566 | 4,353 | 4,740 | 5,859 | 8,336 | 8,852 | 8,937 | 4,932 | 4,659 | 0.8% | 0.8% | 1.0% | 1.5% | 1.6% | 1.6% | 0.9% | 0.8% |
| Long Island Rail Road | 182,379 | 183,350 | 183,968 | 183,855 | 184,739 | 184,062 | 184,856 | 183,867 | 183,907 | 971 | 1,589 | 1,476 | 2,360 | 1,684 | 2,477 | 1,488 | 1,528 | 0.5% | 0.9% | 0.8% | 1.3% | 0.9% | 1.4% | 0.8% | 0.8% |
| Metro-North Railroad | 206,505 | 208,301 | 208,346 | 208,583 | 209,623 | 210,064 | 210,407 | 208,441 | 208,784 | 1,796 | 1,841 | 2,079 | 3,118 | 3,559 | 3,902 | 1,936 | 2,279 | 0.9% | 0.9% | 1.0% | 1.5% | 1.7% | 1.9% | 0.9% | 1.1% |
| New Jersey Transit Rail | 178,024 | 179,609 | 179,334 | 180,329 | 180,881 | 181,634 | 180,582 | 179,532 | 178,875 | 1,585 | 1,310 | 2,305 | 2,857 | 3,610 | 2,558 | 1,508 | 851 | 0.9% | 0.7% | 1.3% | 1.6% | 2.0% | 1.4% | 0.8% | 0.5% |
| **Urban Rail** | 3,517,783 | 3,569,779 | 3,566,213 | 3,572,869 | 3,582,744 | 3,589,853 | 3,585,948 | 3,571,053 | 3,551,694 | 51,996 | 48,429 | 55,086 | 64,961 | 72,069 | 68,164 | 53,270 | 33,911 | 1.5% | 1.4% | 1.6% | 1.8% | 2.0% | 1.9% | 1.5% | 1.0% |
| NYCT Subway | 3,344,746 | 3,394,538 | 3,390,882 | 3,397,112 | 3,406,542 | 3,413,503 | 3,409,708 | 3,395,715 | 3,377,114 | 49,792 | 46,137 | 52,366 | 61,796 | 68,757 | 64,962 | 50,969 | 32,368 | 1.5% | 1.4% | 1.6% | 1.8% | 2.1% | 1.9% | 1.5% | 1.0% |
| PATH | 160,294 | 161,896 | 162,044 | 162,348 | 162,744 | 162,808 | 162,830 | 162,030 | 161,365 | 1,601 | 1,750 | 2,054 | 2,450 | 2,514 | 2,536 | 1,736 | 1,071 | 1.0% | 1.1% | 1.3% | 1.5% | 1.6% | 1.6% | 1.1% | 0.7% |
| SIRR | 12,743 | 13,346 | 13,286 | 13,410 | 13,459 | 13,541 | 13,409 | 13,308 | 13,215 | 603 | 543 | 667 | 715 | 798 | 666 | 565 | 472 | 4.7% | 4.3% | 5.2% | 5.6% | 6.3% | 5.2% | 4.4% | 3.7% |
| **Bus** | 2,958,355 | 2,990,052 | 2,985,085 | 2,991,551 | 2,997,749 | 2,998,714 | 2,997,421 | 2,988,399 | 2,985,223 | 31,697 | 26,730 | 33,197 | 39,395 | 40,359 | 39,066 | 30,044 | 26,869 | 1.1% | 0.9% | 1.1% | 1.3% | 1.4% | 1.3% | 1.0% | 0.9% |
| NYCT Bus | 2,182,751 | 2,209,043 | 2,206,110 | 2,211,296 | 2,215,888 | 2,217,583 | 2,214,448 | 2,210,288 | 2,205,960 | 26,292 | 23,358 | 28,544 | 33,136 | 34,831 | 31,697 | 27,537 | 23,208 | 1.2% | 1.1% | 1.3% | 1.5% | 1.6% | 1.5% | 1.3% | 1.1% |
| NJT Bus | 562,497 | 567,619 | 566,723 | 567,631 | 567,841 | 568,634 | 569,748 | 566,447 | 567,336 | 5,122 | 4,225 | 5,134 | 5,344 | 6,137 | 7,251 | 3,950 | 4,838 | 0.9% | 0.8% | 0.9% | 1.0% | 1.1% | 1.3% | 0.7% | 0.9% |
| Others | 213,106 | 213,389 | 212,253 | 212,625 | 214,021 | 212,497 | 213,224 | 211,664 | 211,928 | 283 | -853 | -481 | 915 | -609 | 118 | -1,442 | -1,178 | 0.1% | -0.4% | -0.2% | 0.4% | -0.3% | 0.1% | -0.7% | -0.6% |
| **Other Transit** | 58,663 | 60,097 | 60,006 | 60,256 | 60,594 | 60,780 | 60,444 | 59,775 | 59,846 | 1,435 | 1,343 | 1,594 | 1,931 | 2,117 | 1,782 | 1,113 | 1,184 | 2.4% | 2.3% | 2.7% | 3.3% | 3.6% | 3.0% | 1.9% | 2.0% |
| Ferries | 58,663 | 60,097 | 60,006 | 60,256 | 60,594 | 60,780 | 60,444 | 59,775 | 59,846 | 1,435 | 1,343 | 1,594 | 1,931 | 2,117 | 1,782 | 1,113 | 1,184 | 2.4% | 2.3% | 2.7% | 3.3% | 3.6% | 3.0% | 1.9% | 2.0% |
| Roosevelt Tram | 195 | 202 | 201 | 202 | 203 | 204 | 204 | 206 | 206 | 6 | 6 | 7 | 7 | 9 | 9 | 10 | 11 | 3.3% | 2.9% | 3.4% | 3.8% | 4.8% | 4.5% | 5.4% | 5.7% |

Final EA Appendix 4A2, Table 4A.2-12. Cordon Volumes by Station/Route (2045) – with Adopted Toll Structure Added

| | Cordon Volumes (AM Peak Period) | | | | | | | | | Change | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No Action | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure | A | B | C | D | E | F | G | Adopted Toll Structure |
| **Commuter Rail** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 309,638 | 313,033 | 312,689 | 313,316 | 315,353 | 315,608 | 314,947 | 313,359 | 313,345 | 3,395 | 3,051 | 3,678 | 5,715 | 5,970 | 5,308 | 3,721 | 3,707 | 1.1% | 1.0% | 1.2% | 1.8% | 1.9% | 1.7% | 1.2% | 1.2% |
| Long Island Rail Road (Penn Station) | 72,372 | 73,202 | 73,362 | 73,243 | 73,570 | 73,493 | 73,654 | 73,388 | 73,403 | 830 | 990 | 872 | 1,199 | 1,121 | 1,283 | 1,016 | 1,031 | 1.1% | 1.4% | 1.2% | 1.7% | 1.5% | 1.8% | 1.4% | 1.4% |
| Long Island Rail Road (Grand Central Terminal) | 52,023 | 52,204 | 52,376 | 52,304 | 52,551 | 52,449 | 52,744 | 52,422 | 52,359 | 181 | 353 | 281 | 528 | 426 | 721 | 399 | 336 | 0.3% | 0.7% | 0.5% | 1.0% | 0.8% | 1.4% | 0.8% | 0.6% |
| Metro-North Railroad (Grand Central Terminal) | 100,383 | 101,948 | 101,587 | 101,784 | 102,959 | 103,271 | 102,611 | 101,627 | 102,042 | 1,565 | 1,204 | 1,401 | 2,576 | 2,888 | 2,228 | 1,245 | 1,659 | 1.6% | 1.2% | 1.4% | 2.6% | 2.9% | 2.2% | 1.2% | 1.7% |
| Metro-North Railroad (Penn Station) | 22,907 | 23,102 | 22,922 | 23,288 | 23,302 | 23,299 | 23,278 | 23,296 | 23,318 | 195 | 14 | 381 | 394 | 391 | 370 | 388 | 410 | 0.9% | 0.1% | 1.7% | 1.7% | 1.7% | 1.6% | 1.7% | 1.8% |
| New Jersey Transit (New York - Penn Station) | 61,953 | 62,577 | 62,442 | 62,696 | 62,972 | 63,097 | 62,660 | 62,626 | 62,224 | 624 | 489 | 743 | 1,018 | 1,144 | 707 | 673 | 271 | 1.0% | 0.8% | 1.2% | 1.6% | 1.8% | 1.1% | 1.1% | 0.4% |
| **Scenario** | | A | B | C | D | E | F | G | | A | B | C | D | E | F | G | | A | B | C | D | E | F | G | |
| **NYCT Subway** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 900,899 | 913,149 | 912,186 | 914,960 | 918,589 | 921,066 | 919,986 | 913,556 | 909,302 | 12,250 | 11,287 | 14,061 | 17,690 | 20,166 | 19,086 | 12,657 | 8,403 | 1.4% | 1.3% | 1.6% | 2.0% | 2.2% | 2.1% | 1.4% | 0.9% |
| 60th Street Cordon | 311,854 | 315,733 | 315,406 | 315,712 | 317,561 | 318,083 | 317,253 | 315,867 | 313,666 | 3,879 | 3,553 | 3,858 | 5,708 | 6,229 | 5,400 | 4,014 | 1,813 | 1.2% | 1.1% | 1.2% | 1.8% | 2.0% | 1.7% | 1.3% | 0.6% |
| Broadway (1,2,3) | 77,497 | 78,349 | 78,356 | 78,328 | 78,800 | 78,943 | 78,727 | 78,407 | 77,749 | 853 | 860 | 832 | 1,303 | 1,446 | 1,231 | 910 | 252 | 1.1% | 1.1% | 1.1% | 1.7% | 1.9% | 1.6% | 1.2% | 0.3% |
| 8th Avenue (A, C, B, D) | 93,471 | 94,274 | 94,262 | 94,396 | 94,818 | 94,810 | 94,710 | 94,165 | 93,719 | 803 | 791 | 925 | 1,347 | 1,339 | 1,239 | 694 | 249 | 0.9% | 0.8% | 1.0% | 1.4% | 1.4% | 1.3% | 0.7% | 0.3% |
| Lexington Avenue (4, 5, 6) | 69,415 | 70,708 | 70,455 | 70,606 | 70,967 | 71,251 | 70,951 | 70,680 | 70,100 | 1,294 | 1,040 | 1,191 | 1,553 | 1,836 | 1,536 | 1,266 | 685 | 1.9% | 1.5% | 1.7% | 2.2% | 2.6% | 2.2% | 1.8% | 1.0% |
| 2nd Avenue (Q) | 71,471 | 72,401 | 72,333 | 72,381 | 72,977 | 73,079 | 72,865 | 72,615 | 72,098 | 930 | 861 | 910 | 1,505 | 1,608 | 1,394 | 1,144 | 627 | 1.3% | 1.2% | 1.3% | 2.1% | 2.2% | 2.0% | 1.6% | 0.9% |
| Queens Cordon | 216,444 | 219,084 | 218,732 | 219,880 | 220,478 | 221,276 | 221,502 | 218,757 | 217,911 | 2,639 | 2,288 | 3,436 | 4,033 | 4,832 | 5,058 | 2,313 | 1,467 | 1.2% | 1.1% | 1.6% | 1.9% | 2.2% | 2.3% | 1.1% | 0.7% |
| 63rd Street (F) | 51,020 | 51,428 | 51,545 | 51,757 | 51,778 | 51,913 | 52,072 | 51,535 | 51,187 | 408 | 525 | 737 | 758 | 893 | 1,052 | 515 | 167 | 0.8% | 1.0% | 1.4% | 1.5% | 1.7% | 2.1% | 1.0% | 0.3% |
| 60th Street (R) | 12,902 | 13,201 | 13,130 | 13,166 | 13,232 | 13,299 | 13,308 | 13,120 | 12,980 | 299 | 229 | 264 | 331 | 398 | 407 | 218 | 79 | 2.3% | 1.8% | 2.0% | 2.6% | 3.1% | 3.2% | 1.7% | 0.6% |
| 60th Street (N, W) | 28,709 | 29,302 | 29,273 | 29,335 | 29,478 | 29,557 | 29,612 | 29,243 | 29,056 | 593 | 564 | 626 | 769 | 848 | 903 | 534 | 347 | 2.1% | 2.0% | 2.2% | 2.7% | 3.0% | 3.1% | 1.9% | 1.2% |
| 53rd Street (E, M) | 60,056 | 60,820 | 60,652 | 61,069 | 61,387 | 61,587 | 61,494 | 60,770 | 60,495 | 764 | 595 | 1,013 | 1,330 | 1,531 | 1,438 | 713 | 439 | 1.3% | 1.0% | 1.7% | 2.2% | 2.5% | 2.4% | 1.2% | 0.7% |
| Steinway Tunnel (7) | 63,757 | 64,332 | 64,132 | 64,553 | 64,603 | 64,920 | 65,015 | 64,090 | 64,192 | 575 | 374 | 796 | 845 | 1,163 | 1,258 | 332 | 435 | 0.9% | 0.6% | 1.2% | 1.3% | 1.8% | 2.0% | 0.5% | 0.7% |
| Brooklyn Cordon | 372,601 | 378,333 | 378,048 | 379,369 | 380,550 | 381,707 | 381,230 | 378,932 | 377,725 | 5,732 | 5,446 | 6,767 | 7,949 | 9,105 | 8,629 | 6,330 | 5,124 | 1.5% | 1.5% | 1.8% | 2.1% | 2.4% | 2.3% | 1.7% | 1.4% |
| 14th Street (L) | 49,801 | 50,573 | 50,580 | 50,776 | 50,834 | 51,051 | 50,906 | 50,664 | 50,376 | 772 | 779 | 975 | 1,033 | 1,250 | 1,104 | 863 | 574 | 1.6% | 1.6% | 2.0% | 2.1% | 2.5% | 2.2% | 1.7% | 1.2% |
| Williamsburg Bridge (J, M, Z) | 35,369 | 36,215 | 36,279 | 36,266 | 36,439 | 36,558 | 36,471 | 36,161 | 36,083 | 847 | 910 | 897 | 1,070 | 1,189 | 1,102 | 792 | 715 | 2.4% | 2.6% | 2.5% | 3.0% | 3.4% | 3.1% | 2.2% | 2.0% |
| Rutgers Street (F) | 41,591 | 42,114 | 42,088 | 42,190 | 42,328 | 42,426 | 42,318 | 42,162 | 42,133 | 522 | 497 | 598 | 737 | 834 | 727 | 571 | 542 | 1.3% | 1.2% | 1.4% | 1.8% | 2.0% | 1.7% | 1.4% | 1.3% |
| Manhattan Bridge (B, D, N, Q) | 107,696 | 109,253 | 109,141 | 109,823 | 110,234 | 110,557 | 110,340 | 109,597 | 109,240 | 1,557 | 1,445 | 2,127 | 2,538 | 2,861 | 2,643 | 1,901 | 1,544 | 1.4% | 1.3% | 2.0% | 2.4% | 2.7% | 2.5% | 1.8% | 1.4% |
| Cranberry Street (A, C) | 71,587 | 72,583 | 72,481 | 72,701 | 72,852 | 73,038 | 72,947 | 72,610 | 72,378 | 995 | 894 | 1,114 | 1,265 | 1,450 | 1,360 | 1,023 | 791 | 1.4% | 1.2% | 1.6% | 1.8% | 2.0% | 1.9% | 1.4% | 1.1% |
| Clark Street (2, 3) | 29,111 | 29,626 | 29,539 | 29,553 | 29,717 | 29,754 | 29,915 | 29,636 | 29,426 | 515 | 428 | 442 | 606 | 643 | 804 | 525 | 315 | 1.8% | 1.5% | 1.5% | 2.1% | 2.2% | 2.8% | 1.8% | 1.1% |
| Montague Street (R) | 11,089 | 11,148 | 11,163 | 11,210 | 11,231 | 11,279 | 11,268 | 11,272 | 11,372 | 59 | 74 | 121 | 142 | 190 | 179 | 183 | 283 | 0.5% | 0.7% | 1.1% | 1.3% | 1.7% | 1.6% | 1.7% | 2.6% |
| Joralmon Street (4, 5) | 26,356 | 26,821 | 26,776 | 26,850 | 26,914 | 27,043 | 27,065 | 26,829 | 26,717 | 465 | 420 | 493 | 558 | 686 | 709 | 473 | 361 | 1.8% | 1.6% | 1.9% | 2.1% | 2.6% | 2.7% | 1.8% | 1.4% |
| **PATH** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inbound | 134,735 | 136,302 | 136,291 | 136,790 | 137,253 | 137,339 | 137,264 | 136,396 | 135,634 | 1,567 | 1,556 | 2,055 | 2,518 | 2,604 | 2,529 | 1,661 | 899 | 1.2% | 1.2% | 1.5% | 1.5% | 1.9% | 1.9% | 1.2% | 0.7% |
| Christopher Street | 43,258 | 44,123 | 43,992 | 44,361 | 44,498 | 44,538 | 44,611 | 44,112 | 44,138 | 865 | 733 | 1,103 | 1,240 | 1,280 | 1,352 | 853 | 880 | 2.0% | 1.7% | 2.5% | 2.9% | 3.0% | 3.1% | 2.0% | 2.0% |
| World Trade Center | 91,477 | 92,179 | 92,300 | 92,429 | 92,755 | 92,801 | 92,653 | 92,284 | 91,496 | 702 | 823 | 952 | 1,278 | 1,324 | 1,176 | 807 | 19 | 0.8% | 0.9% | 1.0% | 1.4% | 1.4% | 1.3% | 0.9% | 0.0% |

Final EA Appendix 4A2, Table 4A.2-13. Change in Mode Share to the Manhattan CBD (2045) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| **Total Person Journeys to CBD** | **2,060,217** | **2,059,673** | **2,063,862** | **2,061,591** | **2,056,916** | **2,058,663** | **2,061,603** | **2,058,403** | **2,063,181** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0.1%** |
| Drive Alone | 195,550 | 179,719 | 179,065 | 172,758 | 166,999 | 160,143 | 161,776 | 177,186 | 172,460 | -8% | -8% | -12% | -15% | -18% | -17% | -9% | **-11.8%** |
| HOV / Shared Ride | 137,365 | 137,579 | 137,323 | 137,086 | 135,196 | 133,715 | 134,701 | 137,052 | 136,712 | 0% | 0% | 0% | -2% | -3% | -2% | 0% | **-0.5%** |
| Taxi / FHV | 32,052 | 24,713 | 31,887 | 27,656 | 19,757 | 25,329 | 30,582 | 23,340 | 31,269 | -23% | -1% | -14% | -38% | -21% | -5% | -27% | **-2.4%** |
| Commuter Rail | 434,018 | 441,246 | 440,810 | 442,498 | 446,877 | 447,609 | 445,970 | 443,261 | 442,535 | 2% | 2% | 2% | 3% | 3% | 3% | 2% | **2.0%** |
| Other Transit (e.g., subway / bus) | 1,204,475 | 1,220,058 | 1,218,095 | 1,224,960 | 1,231,326 | 1,235,246 | 1,232,204 | 1,220,754 | 1,223,554 | 1% | 1% | 2% | 2% | 3% | 2% | 1% | **1.6%** |
| Walk and Bike | 53,205 | 52,634 | 52,918 | 52,894 | 52,808 | 52,810 | 52,531 | 53,039 | 52,870 | -1% | -1% | -1% | -1% | -1% | -1% | 0% | **-0.6%** |
| School Bus | 3,552 | 3,724 | 3,764 | 3,739 | 3,953 | 3,811 | 3,839 | 3,771 | 3,781 | 5% | 6% | 5% | 11% | 7% | 8% | 6% | **6.4%** |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys from CBD** | **176,050** | **175,227** | **176,212** | **174,978** | **173,235** | **173,467** | **174,685** | **174,340** | **176,206** | **0%** | **0%** | **-1%** | **-2%** | **-1%** | **-1%** | **-1%** | **0.1%** |
| Drive Alone | 14,103 | 13,096 | 13,145 | 12,919 | 12,217 | 12,147 | 12,140 | 12,895 | 12,699 | -7% | -7% | -8% | -13% | -14% | -14% | -9% | **-10.0%** |
| HOV / Shared Ride | 32,631 | 32,135 | 32,170 | 31,637 | 31,603 | 30,924 | 31,264 | 32,100 | 31,995 | -2% | -1% | -3% | -3% | -5% | -4% | -2% | **-1.9%** |
| Taxi / FHV | 4,689 | 3,548 | 4,454 | 3,832 | 2,507 | 3,302 | 4,270 | 3,183 | 4,284 | -24% | -5% | -18% | -47% | -30% | -9% | -32% | **-8.6%** |
| Commuter Rail | 3,310 | 3,408 | 3,518 | 3,291 | 3,413 | 3,314 | 3,373 | 3,409 | 3,368 | 3% | 6% | -1% | 3% | 0% | 2% | 3% | **1.8%** |
| Other Transit (e.g., subway / bus) | 86,971 | 88,026 | 87,936 | 88,192 | 88,496 | 88,473 | 88,434 | 88,144 | 88,711 | 1% | 1% | 1% | 2% | 2% | 2% | 1% | **2.0%** |
| Walk and Bike | 31,641 | 32,207 | 32,264 | 32,351 | 32,188 | 32,561 | 32,462 | 32,038 | 32,421 | 2% | 2% | 2% | 2% | 3% | 3% | 1% | **2.5%** |
| School Bus | 2,705 | 2,807 | 2,725 | 2,756 | 2,811 | 2,746 | 2,742 | 2,571 | 2,728 | 4% | 1% | 2% | 4% | 2% | 1% | -5% | **0.9%** |
| | | | | | | | | | | | | | | | | | |
| **Total Person Journeys within CBD** | **920,923** | **921,442** | **919,896** | **923,570** | **924,139** | **924,368** | **922,735** | **922,384** | **921,550** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0.1%** |
| Drive Alone | 7,792 | 7,631 | 7,861 | 7,439 | 7,601 | 7,765 | 7,594 | 7,630 | 7,937 | -2% | 1% | -5% | -2% | 0% | -3% | -2% | **1.9%** |
| HOV / Shared Ride | 26,492 | 27,528 | 27,479 | 27,066 | 27,334 | 27,005 | 26,795 | 26,854 | 27,121 | 4% | 4% | 2% | 3% | 2% | 1% | 1% | **2.4%** |
| Taxi / FHV | 29,189 | 29,450 | 29,354 | 29,935 | 29,513 | 29,346 | 29,389 | 29,533 | 26,007 | 1% | 1% | 3% | 1% | 1% | 1% | 1% | **-10.9%** |
| Commuter Rail | | | | | | | | | | - | - | - | - | - | - | - | |
| Other Transit (e.g., subway / bus) | 250,811 | 251,057 | 250,070 | 251,735 | 252,596 | 252,968 | 252,425 | 252,483 | 254,234 | 0% | 0% | 0% | 1% | 1% | 1% | 1% | **1.4%** |
| Walk and Bike | 602,457 | 601,649 | 600,870 | 603,242 | 602,958 | 603,087 | 602,497 | 601,645 | 602,053 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | **-0.1%** |
| School Bus | 4,182 | 4,127 | 4,262 | 4,153 | 4,137 | 4,197 | 4,035 | 4,239 | 4,198 | -1% | 2% | -1% | -1% | 0% | -4% | 1% | **0.4%** |

Final EA Appendix 4A2, Table 4A.2-14. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **132,656** | **138,683** | **154,909** | **151,623** | **135,041** | **147,599** | **158,508** | **136,033** | **158,583** | **4.5%** | **16.8%** | **14.3%** | **1.8%** | **11.3%** | **19.5%** | **2.5%** | **19.5%** |
| 60th Street | 41,578 | 41,765 | 50,684 | 51,367 | 43,181 | 49,315 | 55,614 | 40,153 | **53,701** | 0.4% | 21.9% | 23.5% | 3.9% | 18.6% | 33.8% | -3.4% | **29.2%** |
| Inbound | 22,780 | 23,265 | 27,915 | 29,344 | 25,933 | 29,118 | 32,416 | 22,413 | **30,285** | 2.1% | 22.5% | 28.8% | 13.8% | 27.8% | 42.3% | -1.6% | **32.9%** |
| Outbound | 18,825 | 18,530 | 22,801 | 22,055 | 17,277 | 20,226 | 23,226 | 17,772 | **23,444** | -1.6% | 21.1% | 17.2% | -8.2% | 7.4% | 23.4% | -5.6% | **24.5%** |
| FDR DRIVE+WEST SIDE HWY | 24,426 | 17,867 | 22,244 | 21,729 | 18,256 | 21,771 | 25,592 | 16,884 | **23,633** | -26.9% | -8.9% | -11.0% | -25.3% | -10.9% | 4.8% | -30.9% | **-3.2%** |
| *West Side Highway / Route 9A* | 11,197 | 7,805 | 9,461 | 8,713 | 7,094 | 8,544 | 10,067 | 7,447 | **9,903** | -30.3% | -15.5% | -22.2% | -36.6% | -23.7% | -10.1% | -33.5% | **-11.6%** |
| *FDR Drive* | 13,229 | 10,062 | 12,783 | 13,016 | 11,162 | 13,227 | 15,525 | 9,437 | **13,730** | -23.9% | -3.4% | -1.6% | -15.6% | 0.0% | 17.4% | -28.7% | **3.8%** |
| WEST AVENUES | 6,880 | 5,755 | 7,255 | 6,334 | 4,763 | 5,556 | 6,674 | 5,291 | **6,843** | -16.4% | 5.5% | -7.9% | -30.8% | -19.2% | -3.0% | -23.1% | **-0.5%** |
| *West End Ave* | 758 | 1,024 | 1,422 | 1,177 | 649 | 766 | 1,143 | 910 | **1,506** | 35.1% | 87.6% | 55.3% | -14.4% | 1.1% | 50.8% | 20.1% | **98.7%** |
| *Broadway* | 2,756 | 1,672 | 1,991 | 1,668 | 1,161 | 1,437 | 1,665 | 1,479 | **1,743** | -39.3% | -27.8% | -39.5% | -57.9% | -47.9% | -39.6% | -46.3% | **-36.8%** |
| *Amsterdam* | 1,431 | 1,418 | 1,809 | 1,657 | 1,351 | 1,581 | 1,843 | 1,281 | **1,649** | -0.9% | 26.4% | 15.8% | -5.6% | 10.5% | 28.8% | -10.5% | **15.2%** |
| *Columbus Ave* | 1,493 | 977 | 1,247 | 934 | 682 | 726 | 972 | 924 | **1,063** | -34.6% | -16.5% | -37.4% | -54.3% | -51.4% | -34.9% | -38.1% | **-28.8%** |
| *Eighth Avenue* | 442 | 664 | 786 | 898 | 920 | 1,046 | 1,051 | 697 | **882** | 50.2% | 77.8% | 103.2% | 108.1% | 136.7% | 137.8% | 57.7% | **99.5%** |
| EAST AVENUES | 10,272 | 18,143 | 21,185 | 23,304 | 20,162 | 21,988 | 23,348 | 17,978 | **23,225** | 76.6% | 106.2% | 126.9% | 96.3% | 114.1% | 127.3% | 75.0% | **126.1%** |
| *Fifth Avenue* | 1,929 | 940 | 1,166 | 788 | 529 | 658 | 780 | 958 | **886** | -51.3% | -39.6% | -59.1% | -72.6% | -65.9% | -59.6% | -50.3% | **-54.1%** |
| *Madison Avenue* | 209 | 110 | 184 | 152 | 154 | 127 | 204 | 127 | **168** | -47.4% | -12.0% | -27.3% | -26.3% | -39.2% | -2.4% | -39.2% | **-19.6%** |
| *Park Avenue* | 1,872 | 1,580 | 1,827 | 1,772 | 1,418 | 1,626 | 1,886 | 1,544 | **1,851** | -15.6% | -2.4% | -5.3% | -24.3% | -13.1% | 0.7% | -17.5% | **-1.1%** |
| *Lexington Avenue* | 608 | 797 | 1,052 | 1,428 | 1,055 | 1,231 | 1,166 | 778 | **1,096** | 31.1% | 73.0% | 134.9% | 73.5% | 102.5% | 91.8% | 28.0% | **80.3%** |
| *Third Avenue* | 959 | 758 | 994 | 1,058 | 1,040 | 1,341 | 1,333 | 712 | **1,098** | -21.0% | 3.6% | 10.3% | 8.4% | 39.8% | 39.0% | -25.8% | **14.5%** |
| *Second Avenue* | 1,343 | 7,570 | 8,531 | 9,717 | 9,243 | 10,016 | 10,209 | 7,608 | **10,019** | 463.7% | 535.2% | 623.5% | 588.2% | 645.8% | 660.2% | 466.5% | **646.0%** |
| *First Avenue* | 554 | 1,855 | 1,994 | 2,099 | 1,849 | 1,837 | 1,997 | 1,835 | **1,928** | 234.8% | 259.9% | 278.9% | 233.8% | 231.6% | 260.5% | 231.2% | **248.0%** |
| *York Avenue* | 2,128 | 1,820 | 2,065 | 1,778 | 1,267 | 1,619 | 1,839 | 1,674 | **1,921** | -14.5% | -3.0% | -16.4% | -40.5% | -23.9% | -13.6% | -21.3% | **-9.7%** |
| *Ed Koch Queensboro Ramp* | 670 | 2,713 | 3,372 | 4,512 | 3,607 | 3,533 | 3,934 | 2,742 | **4,258** | 304.9% | 403.3% | 573.4% | 438.4% | 427.3% | 487.2% | 309.3% | **535.5%** |
| Queens | 51,738 | 57,927 | 60,848 | 55,870 | 51,454 | 53,728 | 54,879 | 57,848 | **58,175** | 12.0% | 17.6% | 8.0% | -0.5% | 3.8% | 6.1% | 11.8% | **12.4%** |
| Inbound | 25,996 | 28,635 | 30,072 | 24,689 | 21,247 | 22,083 | 22,614 | 28,577 | **26,636** | 10.2% | 15.7% | -5.0% | -18.3% | -15.1% | -13.0% | 9.9% | **2.5%** |
| Outbound | 25,745 | 29,296 | 30,778 | 31,184 | 30,210 | 31,649 | 32,268 | 29,274 | **31,542** | 13.8% | 19.5% | 21.1% | 17.3% | 22.9% | 25.3% | 13.7% | **22.5%** |
| *Ed Koch Queensboro Bridge* | 7,468 | 14,678 | 16,418 | 27,707 | 31,369 | 33,102 | 33,680 | 14,513 | **24,157** | 96.5% | 119.8% | 271.0% | 320.0% | 343.3% | 351.0% | 94.3% | **223.5%** |
| *Queens-Midtown Tunnel* | 44,270 | 43,249 | 44,430 | 28,163 | 20,085 | 20,626 | 21,199 | 43,335 | **34,018** | -2.3% | 0.4% | -36.4% | -54.6% | -53.4% | -52.1% | -2.1% | **-23.2%** |
| Brooklyn | 28,064 | 23,897 | 28,051 | 29,656 | 26,520 | 29,540 | 33,347 | 22,929 | **31,490** | -14.8% | 0.0% | 5.7% | -5.5% | 5.3% | 18.8% | -18.3% | **12.2%** |
| Inbound | 12,826 | 10,654 | 12,596 | 15,798 | 15,189 | 16,714 | 18,682 | 10,197 | **16,015** | -16.9% | -1.8% | 23.2% | 18.4% | 30.3% | 45.7% | -20.5% | **24.9%** |
| Outbound | 15,246 | 13,251 | 15,461 | 13,864 | 11,338 | 12,832 | 14,671 | 12,740 | **15,483** | -13.1% | 1.4% | -9.1% | -25.6% | -15.8% | -3.8% | -16.4% | **1.6%** |
| *Williamsburg Bridge* | 7,208 | 7,896 | 9,499 | 11,956 | 12,349 | 14,284 | 15,763 | 7,603 | **12,318** | 9.5% | 31.8% | 65.9% | 71.3% | 98.2% | 118.7% | 5.5% | **70.9%** |
| *Manhattan Bridge* | 2,253 | 1,955 | 2,921 | 2,595 | 1,618 | 2,117 | 2,963 | 1,797 | **3,226** | -13.2% | 29.6% | 15.2% | -28.2% | -6.0% | 31.5% | -20.2% | **43.2%** |
| *Brooklyn Bridge* | 3,497 | 1,887 | 2,473 | 2,253 | 1,737 | 2,042 | 2,597 | 1,657 | **2,579** | -46.0% | -29.3% | -35.6% | -50.3% | -41.6% | -25.7% | -52.6% | **-26.3%** |
| *Hugh Carey Tunnel* | 15,106 | 12,159 | 13,158 | 12,852 | 10,816 | 11,097 | 12,024 | 11,872 | **13,367** | -19.5% | -12.9% | -14.9% | -28.4% | -26.5% | -20.4% | -21.4% | **-11.5%** |
| New Jersey | 11,276 | 15,094 | 15,326 | 14,730 | 13,886 | 15,016 | 14,668 | 15,103 | **15,217** | 33.9% | 35.9% | 30.6% | 23.1% | 33.2% | 30.1% | 33.9% | **35.0%** |
| Inbound | 5,259 | 7,306 | 7,457 | 6,618 | 5,865 | 6,721 | 6,417 | 7,312 | **7,085** | 38.9% | 41.8% | 25.8% | 11.5% | 27.8% | 22.0% | 39.0% | **34.7%** |
| Outbound | 6,020 | 7,790 | 7,872 | 8,115 | 8,024 | 8,297 | 8,254 | 7,794 | **8,135** | 29.4% | 30.8% | 34.8% | 33.3% | 37.8% | 37.1% | 29.5% | **35.1%** |
| *Holland Tunnel* | 3,915 | 6,603 | 6,859 | 6,788 | 6,748 | 7,594 | 7,136 | 6,834 | **7,045** | 68.7% | 75.2% | 73.4% | 72.4% | 94.0% | 82.3% | 74.6% | **79.9%** |
| *Lincoln Tunnel* | 7,361 | 8,491 | 8,467 | 7,942 | 7,138 | 7,422 | 7,532 | 8,269 | **8,172** | **15.4%** | 15.0% | 7.9% | -3.0% | 0.8% | 2.3% | 12.3% | **11.0%** |

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Final EA Appendix 4A2, Table 4A.2-15. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

| | Daily Volumes | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *(by Screen Line/ Crossing)* | | | | | | | | | | | | | | | | | |
| **Total** | **140,805** | **124,489** | **123,697** | **122,869** | **121,203** | **118,152** | **118,163** | **133,112** | **124,953** | **-11.6%** | **-12.2%** | **-12.7%** | **-13.9%** | **-16.1%** | **-16.1%** | **-5.5%** | **-11.2%** |
| 60th Street | 52,051 | 41,877 | 41,575 | 40,337 | 39,157 | 38,317 | 38,943 | 43,833 | **40,938** | -19.5% | -20.1% | -22.5% | -24.8% | -26.4% | -25.2% | -15.8% | **-21.3%** |
| Inbound | 27,554 | 21,729 | 21,532 | 20,309 | 19,279 | 18,808 | 19,279 | 22,946 | **20,804** | -21.1% | -21.9% | -26.3% | -30.0% | -31.7% | -30.0% | -16.7% | **-24.5%** |
| Outbound | 24,527 | 20,172 | 20,073 | 20,058 | 19,909 | 19,540 | 19,696 | 20,954 | **20,212** | -17.8% | -18.2% | -18.2% | -18.8% | -20.3% | -19.7% | -14.6% | **-17.6%** |
| FDR DRIVE+WEST SIDE HWY | 4,739 | 4,684 | 4,653 | 4,979 | 5,295 | 5,370 | 5,228 | 4,803 | 4,949 | -1.2% | -1.8% | 5.1% | 11.7% | 13.3% | 10.3% | 1.4% | 4.4% |
| *West Side Highway / Route 9A* | 1,609 | 2,180 | 2,183 | 2,372 | 2,493 | 2,492 | 2,443 | 2,242 | 2,317 | 35.5% | 35.7% | 47.4% | 54.9% | 54.9% | 51.8% | 39.3% | 44.0% |
| *FDR Drive* | 3,130 | 2,504 | 2,470 | 2,607 | 2,802 | 2,878 | 2,785 | 2,561 | 2,632 | -20.0% | -21.1% | -16.7% | -10.5% | -8.1% | -11.0% | -18.2% | -15.9% |
| WEST AVENUES | 19,208 | 15,421 | 15,245 | 14,583 | 14,145 | 13,943 | 14,205 | 16,274 | 14,962 | -19.7% | -20.6% | -24.1% | -26.4% | -27.4% | -26.0% | -15.3% | -22.0% |
| *West End Ave* | 4,623 | 2,284 | 2,187 | 1,666 | 1,329 | 1,152 | 1,344 | 2,809 | 1,960 | -50.6% | -52.7% | -64.0% | -71.3% | -75.1% | -70.9% | -39.2% | -57.6% |
| *Broadway* | 6,450 | 6,596 | 6,635 | 6,849 | 6,956 | 7,060 | 6,988 | 6,517 | 6,700 | 2.3% | 2.9% | 6.2% | 7.8% | 9.5% | 8.3% | 1.0% | 3.9% |
| *Amsterdam* | 4,247 | 2,700 | 2,585 | 2,279 | 2,056 | 1,944 | 2,043 | 3,172 | 2,516 | -36.4% | -39.1% | -46.3% | -51.6% | -54.2% | -51.9% | -25.3% | -40.7% |
| *Columbus Ave* | 2,771 | 2,675 | 2,669 | 2,587 | 2,553 | 2,545 | 2,587 | 2,642 | 2,600 | -3.5% | -3.7% | -6.6% | -7.9% | -8.2% | -6.6% | -4.7% | -6.1% |
| *Eighth Avenue* | 1,117 | 1,166 | 1,169 | 1,202 | 1,251 | 1,242 | 1,243 | 1,134 | 1,186 | 4.4% | 4.7% | 7.6% | 12.0% | 11.2% | 11.3% | 1.5% | 6.7% |
| EAST AVENUES | 28,104 | 21,772 | 21,677 | 20,775 | 19,717 | 19,004 | 19,510 | 22,756 | 21,027 | -22.5% | -22.9% | -26.1% | -29.8% | -32.4% | -30.6% | -19.0% | -25.1% |
| *Fifth Avenue* | 2,013 | 1,856 | 1,853 | 1,720 | 1,643 | 1,616 | 1,670 | 1,869 | 1,820 | -7.8% | -7.9% | -14.6% | -18.4% | -19.7% | -17.0% | -7.2% | -9.5% |
| *Madison Avenue* | 887 | 831 | 828 | 825 | 824 | 823 | 831 | 818 | 838 | -6.3% | -6.7% | -7.0% | -7.1% | -7.2% | -6.3% | -7.8% | -5.2% |
| *Park Avenue* | 4,186 | 3,474 | 3,507 | 3,425 | 3,433 | 3,363 | 3,386 | 3,462 | 3,433 | -17.0% | -16.2% | -18.2% | -18.0% | -19.7% | -19.1% | -17.3% | -17.9% |
| *Lexington Avenue* | 3,803 | 3,281 | 3,253 | 3,266 | 3,275 | 3,293 | 3,361 | 3,222 | 3,205 | -13.7% | -14.5% | -14.1% | -13.9% | -13.4% | -11.6% | -15.3% | -15.6% |
| *Third Avenue* | 3,927 | 4,051 | 4,040 | 4,039 | 3,789 | 3,639 | 3,721 | 4,038 | 4,017 | 3.2% | 2.9% | 2.9% | -3.5% | -7.3% | -5.2% | 2.8% | 2.4% |
| *Second Avenue* | 6,070 | 4,432 | 4,341 | 3,790 | 3,091 | 2,729 | 2,951 | 5,289 | 4,027 | -27.0% | -28.5% | -37.6% | -49.1% | -55.0% | -51.4% | -12.9% | -33.6% |
| *First Avenue* | 2,753 | 2,653 | 2,663 | 2,665 | 2,689 | 2,567 | 2,628 | 2,919 | 2,657 | -3.6% | -3.3% | -3.2% | -2.3% | -6.8% | -4.5% | 6.0% | -3.3% |
| *York Avenue* | 1,330 | 851 | 849 | 721 | 644 | 634 | 632 | 794 | 696 | -36.0% | -36.2% | -45.8% | -51.6% | -52.3% | -52.5% | -40.3% | -47.5% |
| *Ed Koch Queensboro Ramp* | 3,135 | 343 | 343 | 324 | 329 | 340 | 330 | 345 | 334 | -89.1% | -89.1% | -89.7% | -89.5% | -89.2% | -89.5% | -89.0% | -89.3% |
| Queens | 25,494 | 24,760 | 24,583 | 23,990 | 23,102 | 22,203 | 22,599 | 26,008 | **24,252** | -2.9% | -3.6% | -5.9% | -9.4% | -12.9% | -11.4% | 2.0% | **-4.8%** |
| Inbound | 14,324 | 13,561 | 13,469 | 13,350 | 12,946 | 12,498 | 12,636 | 13,912 | **13,356** | -5.3% | -6.0% | -6.8% | -9.6% | -12.7% | -11.8% | -2.9% | **-6.8%** |
| Outbound | 11,174 | 11,202 | 11,116 | 10,642 | 10,159 | 9,707 | 9,968 | 12,107 | **10,903** | 0.3% | -0.5% | -4.8% | -9.1% | -13.1% | -10.8% | 8.3% | **-2.4%** |
| *Ed Koch Queensboro Bridge* | 19,337 | 19,124 | 18,998 | 18,354 | 17,339 | 16,401 | 17,884 | 20,399 | 18,326 | -1.1% | -1.8% | -5.1% | -10.3% | -15.2% | -7.5% | 5.5% | -5.2% |
| *Queens-Midtown Tunnel* | 6,157 | 5,636 | 5,585 | 5,636 | 5,763 | 5,802 | 4,715 | 5,609 | 5,926 | -8.5% | -9.3% | -8.5% | -6.4% | -5.8% | -23.4% | -8.9% | -3.7% |
| Brooklyn | 34,484 | 31,412 | 31,265 | 31,554 | 31,733 | 31,150 | 30,743 | 33,905 | **32,107** | -8.9% | -9.3% | -8.5% | -8.0% | -9.7% | -10.8% | -1.7% | **-6.9%** |
| Inbound | 14,068 | 13,071 | 13,001 | 12,782 | 12,689 | 12,589 | 12,790 | 14,164 | **13,119** | -7.1% | -7.6% | -9.1% | -9.8% | -10.5% | -9.1% | 0.7% | **-6.7%** |
| Outbound | 20,423 | 18,347 | 18,270 | 18,779 | 19,053 | 18,570 | 17,962 | 19,756 | **19,003** | -10.2% | -10.5% | -8.0% | -6.7% | -9.1% | -12.1% | -3.3% | **-6.9%** |
| *Williamsburg Bridge* | 10,192 | 10,141 | 10,073 | 10,221 | 10,491 | 10,334 | 10,309 | 11,200 | 10,444 | -0.5% | -1.2% | 0.3% | 2.9% | 1.4% | 1.1% | 9.9% | 2.5% |
| *Manhattan Bridge* | 15,711 | 13,062 | 12,976 | 13,170 | 12,923 | 12,472 | 12,250 | 14,453 | 13,519 | -16.9% | -17.4% | -16.2% | -17.7% | -20.6% | -22.0% | -8.0% | -13.9% |
| *Brooklyn Bridge* | 3,920 | 3,578 | 3,594 | 3,613 | 3,838 | 3,884 | 3,831 | 3,655 | 3,618 | -8.7% | -8.3% | -7.8% | -2.1% | -0.9% | -2.3% | -6.8% | -7.7% |
| *Hugh Carey Tunnel* | 4,661 | 4,631 | 4,622 | 4,550 | 4,481 | 4,460 | 4,353 | 4,597 | 4,526 | -0.6% | -0.8% | -2.4% | -3.9% | -4.3% | -6.6% | -1.4% | -2.8% |
| New Jersey | 28,776 | 26,440 | 26,274 | 26,988 | 27,211 | 26,482 | 25,878 | 29,366 | **27,656** | -8.1% | -8.7% | -6.2% | -5.4% | -8.0% | -10.1% | 2.1% | **-3.9%** |
| Inbound | 18,333 | 17,080 | 17,028 | 18,057 | 18,652 | 18,086 | 17,325 | 18,704 | **18,267** | -6.8% | -7.1% | -1.5% | 1.7% | -1.3% | -5.5% | 2.0% | **-0.4%** |
| Outbound | 10,447 | 9,363 | 9,248 | 8,934 | 8,561 | 8,400 | 8,556 | 10,669 | **9,396** | -10.4% | -11.5% | -14.5% | -18.1% | -19.6% | -18.1% | 2.1% | **-10.0%** |
| *Holland Tunnel* | 14,154 | 13,032 | 13,013 | 13,260 | 13,355 | 12,993 | 12,409 | 15,178 | 14,010 | -7.9% | -8.1% | -6.3% | -5.6% | -8.2% | -12.3% | 7.2% | -1.0% |
| *Lincoln Tunnel* | 14,622 | 13,408 | 13,261 | 13,728 | 13,856 | 13,489 | 13,469 | 14,188 | 13,646 | -8.3% | -9.3% | -6.1% | -5.2% | -7.7% | -7.9% | -3.0% | -6.7% |

Final EA Appendix 4A2, Table 4A.2-16. Work Journeys to the Manhattan CBD by Origin County (2045) – with Adopted Toll Structure Added

| | Daily Journeys | | | | | | | | | Percent Change | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Scenario | | | | | | | | Scenario | | | | | | | |
| **Scenario** | **No Action** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **ADOPTED TOLL STRUCTURE** |
| *Total Work Journeys to CBD* | *1,721,640* | *1,721,655* | *1,721,653* | *1,721,653* | *1,721,648* | *1,721,648* | *1,721,661* | *1,721,658* | **1,721,649** | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* | *0%* |
| | | | | | | | | | | | | | | | | | |
| **CBD** | **176,850** | **176,489** | **176,318** | **176,869** | **177,285** | **177,255** | **176,945** | **176,898** | **176,607** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** | **0%** |
| CBD | 176,850 | 176,489 | 176,318 | 176,869 | 177,285 | 177,255 | 176,945 | 176,898 | 176,607 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| | | | | | | | | | | | | | | | | | |
| **New York City** | **900,213** | **896,111** | **895,284** | **894,681** | **892,272** | **891,895** | **892,553** | **893,645** | **893,893** | **0%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** | **-1%** |
| Upper Manhattan | 181,180 | 179,641 | 180,058 | 179,640 | 179,104 | 179,291 | 179,192 | 179,662 | 179,705 | -1% | -1% | -1% | -1% | -1% | -1% | -1% | -1% |
| Bronx | 110,581 | 109,817 | 109,447 | 109,567 | 109,724 | 109,634 | 109,951 | 109,627 | 109,250 | -1% | -1% | -1% | -1% | -1% | -1% | -1% | -1% |
| Brooklyn | 306,259 | 304,652 | 304,406 | 304,288 | 302,575 | 302,669 | 303,268 | 303,730 | 304,518 | -1% | -1% | -1% | -1% | -1% | -1% | -1% | -1% |
| Queens | 274,950 | 274,259 | 273,649 | 273,230 | 272,605 | 271,943 | 272,024 | 273,063 | 272,632 | 0% | 0% | -1% | -1% | -1% | -1% | -1% | -1% |
| Staten Island | 27,243 | 27,742 | 27,724 | 27,956 | 28,264 | 28,358 | 28,118 | 27,563 | 27,788 | 2% | 2% | 3% | 4% | 4% | 3% | 1% | 2% |
| | | | | | | | | | | | | | | | | | |
| **Long Island** | **153,583** | **154,954** | **156,151** | **155,085** | **154,165** | **153,939** | **154,948** | **155,847** | **155,667** | **1%** | **2%** | **1%** | **0%** | **0%** | **1%** | **1%** | **1%** |
| Nassau | 106,854 | 107,027 | 108,324 | 107,046 | 105,860 | 105,833 | 106,850 | 107,663 | 107,316 | 0% | 1% | 0% | -1% | -1% | 0% | 1% | 0% |
| Suffolk | 46,729 | 47,927 | 47,827 | 48,039 | 48,305 | 48,106 | 48,098 | 48,184 | 48,351 | 3% | 2% | 3% | 3% | 3% | 3% | 3% | 3% |
| | | | | | | | | | | | | | | | | | |
| **Upstate New York** | **123,941** | **122,506** | **123,195** | **122,872** | **123,358** | **122,661** | **123,197** | **123,330** | **123,344** | **-1%** | **-1%** | **-1%** | **0%** | **-1%** | **-1%** | **0%** | **0%** |
| Dutchess | 6,965 | 7,092 | 6,857 | 6,941 | 6,995 | 7,031 | 7,033 | 7,035 | 6,839 | 2% | -2% | 0% | 0% | 1% | 1% | 1% | -2% |
| Orange | 21,067 | 21,108 | 21,359 | 21,542 | 21,825 | 22,000 | 21,966 | 21,365 | 21,453 | 0% | 1% | 2% | 4% | 4% | 4% | 1% | 2% |
| Putnam | 2,076 | 2,044 | 2,023 | 1,968 | 1,994 | 1,974 | 1,965 | 1,929 | 2,107 | -2% | -3% | -5% | -4% | -5% | -5% | -7% | 1% |
| Rockland | 10,303 | 9,752 | 10,279 | 10,534 | 10,212 | 10,069 | 10,435 | 10,202 | 10,185 | -5% | 0% | 2% | -1% | -2% | 1% | -1% | -1% |
| Westchester | 83,530 | 82,510 | 82,677 | 81,887 | 82,332 | 81,587 | 81,798 | 82,799 | 82,760 | -1% | -1% | -2% | -1% | -2% | -2% | -1% | -1% |
| | | | | | | | | | | | | | | | | | |
| **New Jersey** | **288,193** | **292,469** | **292,005** | **293,257** | **294,986** | **296,494** | **295,065** | **292,459** | **293,086** | **1%** | **1%** | **2%** | **2%** | **3%** | **2%** | **1%** | **2%** |
| Bergen | 37,798 | 37,866 | 37,844 | 38,344 | 38,555 | 38,674 | 38,729 | 37,651 | 37,959 | 0% | 0% | 1% | 2% | 2% | 2% | 0% | 0% |
| Essex | 32,027 | 32,599 | 32,352 | 32,488 | 32,528 | 32,724 | 32,797 | 32,481 | 32,383 | 2% | 1% | 1% | 2% | 2% | 2% | 1% | 1% |
| Hudson | 101,924 | 103,139 | 102,857 | 103,166 | 103,802 | 104,590 | 104,024 | 103,336 | 103,969 | 1% | 1% | 1% | 2% | 3% | 2% | 1% | 2% |
| Hunterdon | 2,557 | 2,575 | 2,554 | 2,595 | 2,626 | 2,580 | 2,577 | 2,609 | 2,560 | 1% | 0% | 1% | 3% | 1% | 1% | 2% | 0% |
| Mercer | 8,184 | 8,235 | 8,264 | 8,314 | 8,333 | 8,252 | 8,282 | 8,288 | 8,259 | 1% | 1% | 2% | 2% | 1% | 1% | 1% | 1% |
| Middlesex | 29,124 | 29,635 | 29,510 | 29,645 | 29,982 | 29,791 | 29,670 | 29,558 | 29,381 | 2% | 1% | 2% | 3% | 2% | 2% | 1% | 1% |
| Monmouth | 17,905 | 18,162 | 18,215 | 18,102 | 18,282 | 18,280 | 18,086 | 18,227 | 18,147 | 1% | 2% | 1% | 2% | 2% | 1% | 2% | 1% |
| Morris | 8,629 | 8,881 | 9,006 | 9,080 | 9,024 | 9,219 | 9,026 | 8,900 | 8,985 | 3% | 4% | 5% | 5% | 7% | 5% | 3% | 4% |
| Ocean | 12,604 | 12,650 | 12,759 | 12,695 | 12,633 | 12,725 | 12,706 | 12,639 | 12,585 | 0% | 1% | 1% | 0% | 1% | 1% | 0% | 0% |
| Passaic | 9,327 | 10,028 | 10,035 | 10,190 | 10,319 | 10,409 | 10,171 | 10,112 | 10,132 | 8% | 8% | 9% | 11% | 12% | 9% | 8% | 9% |
| Somerset | 5,287 | 5,494 | 5,464 | 5,517 | 5,490 | 5,661 | 5,561 | 5,476 | 5,443 | 4% | 3% | 4% | 4% | 7% | 5% | 4% | 3% |
| Sussex | 3,248 | 3,263 | 3,285 | 3,333 | 3,279 | 3,338 | 3,305 | 3,297 | 3,306 | 0% | 1% | 3% | 1% | 3% | 2% | 2% | 2% |
| Union | 18,494 | 18,829 | 18,764 | 18,689 | 19,013 | 19,132 | 19,029 | 18,759 | 18,895 | 2% | 1% | 1% | 3% | 3% | 3% | 1% | 2% |
| Warren | 1,085 | 1,113 | 1,096 | 1,099 | 1,120 | 1,119 | 1,102 | 1,126 | 1,082 | 3% | 1% | 1% | 3% | 3% | 2% | 4% | 0% |
| | | | | | | | | | | | | | | | | | |
| **Connecticut** | **78,860** | **79,126** | **78,700** | **78,889** | **79,582** | **79,404** | **78,953** | **79,479** | **79,052** | **0%** | **0%** | **0%** | **1%** | **1%** | **0%** | **1%** | **0%** |
| Fairfield | 49,537 | 49,470 | 49,133 | 49,254 | 49,855 | 49,715 | 49,330 | 49,767 | 49,423 | 0% | -1% | -1% | 1% | 0% | 0% | 0% | 0% |
| New Haven | 29,323 | 29,656 | 29,567 | 29,635 | 29,727 | 29,689 | 29,623 | 29,712 | 29,629 | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% |

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 4B.2, Transportation: Traffic Flow Maps

2024

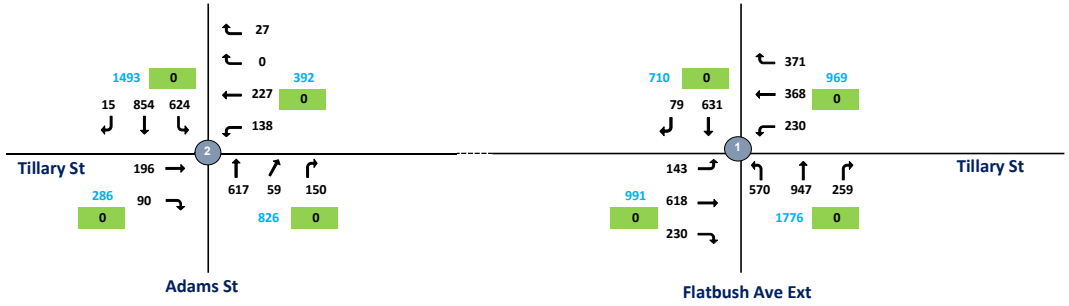
DUMBO **8:00:00 AM**

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Tillary St & Flatbush Ave ext | | | | | | | | |
| **2019 (TMC-007)** | **1** | | | | | | | |
| Tillary St | 1 | EB | 0 | 143 | 618 | 230 | 0 | |
| Tillary St | 1 | WB | 0 | 230 | 368 | 371 | 0 | |
| Flatbush Ave ext | 1 | NB | 0 | 570 | 947 | 259 | 0 | |
| Flatbush Ave ext | 1 | SB | 0 | 0 | 631 | 79 | 0 | **4446** |
| Tillary St & Adams St | | | | | | | | |
| **2019 (TMC-008)** | **2** | | | | | | | |
| Tillary St | 2 | EB | 0 | 0 | 196 | 90 | 0 | |
| Tillary St | 2 | WB | 0 | 138 | 227 | 0 | 27 | |
| Adams St | 2 | NB | 0 | 0 | 617 | 59 | 150 | |
| Adams St | 2 | SB | 0 | 624 | 854 | 15 | 0 | **2997** |
| Vine St & Old Fulton Rd | | | | | | | | |
| **2019 (TMC-009)** | **3** | | | | | | | |
| Vine St | 3 | EB | 0 | 0 | 0 | 0 | 0 | |
| Vine St | 3 | WB | 0 | 0 | 0 | 0 | 0 | |
| Old Fulton Rd | 3 | NB | 0 | 1139 | 178 | 0 | 0 | |
| Old Fulton Rd | 3 | SB | 0 | 0 | 654 | 0 | 0 | **1971** |

**CBD Tolling**
**Dumbo #1- Traffic Flowmap**
**AM With Action**

N

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume



**CBD Tolling**
**Dumbo #2 - Traffic Flowmap**
**AM With Action**

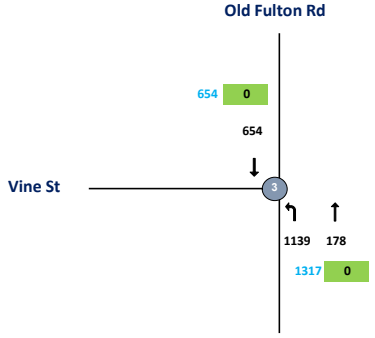
**Legend:**

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

100 - ATR Volume

100 - Approach Volume



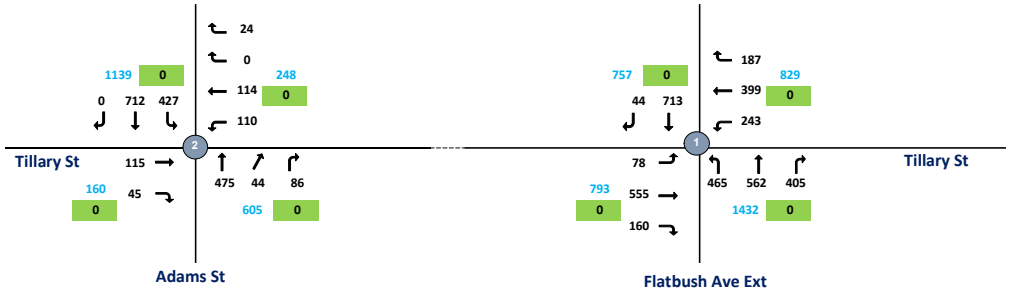
**DUMBO** **9:00:00 PM**

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound LN Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Tillary St & Flatbush Ave ext | | | | | | | | |
| **2019 (TMC-007)** | **1** | | | | | | | |
| Tillary St | 1 | EB | 0 | 78 | 555 | 160 | 0 | |
| Tillary St | 1 | WB | 0 | 243 | 399 | 187 | 0 | |
| Flatbush Ave ext | 1 | NB | 0 | 465 | 562 | 405 | 0 | |
| Flatbush Ave ext | 1 | SB | 0 | 0 | 713 | 44 | 0 | **3811** |
| Tillary St & Adams St | | | | | | | | |
| **2019 (TMC-008)** | **2** | | | | | | | |
| Tillary St | 2 | EB | 0 | 0 | 115 | 45 | 0 | |
| Tillary St | 2 | WB | 0 | 110 | 114 | 0 | 24 | |
| Adams St | 2 | NB | 0 | 0 | 475 | 44 | 86 | |
| Adams St | 2 | SB | 0 | 427 | 712 | 0 | 0 | **2152** |
| Vine St & Old Fulton Rd | | | | | | | | |
| **2019 (TMC-009)** | **3** | | | | | | | |
| Vine St | 3 | EB | 0 | 0 | 0 | 0 | 0 | |
| Vine St | 3 | WB | 0 | 0 | 0 | 0 | 0 | |
| Old Fulton Rd | 3 | NB | 0 | 1265 | 137 | 0 | 0 | |
| Old Fulton Rd | 3 | SB | 0 | 0 | 284 | 0 | 0 | **1686** |

**CBD Tolling**
**Dumbo - Traffic Flowmap**
**LN With Action**

N

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume



| CBD Tolling |
| --- |
| Dumbo #2 - Traffic Flowmap |
| LN With Action |

N

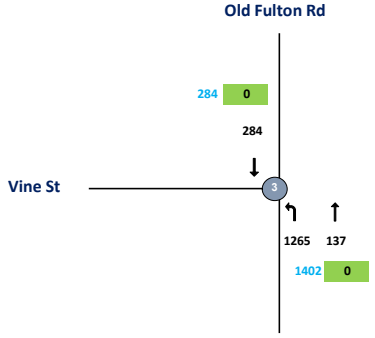
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

100 - ATR Volume

100 - Approach Volume

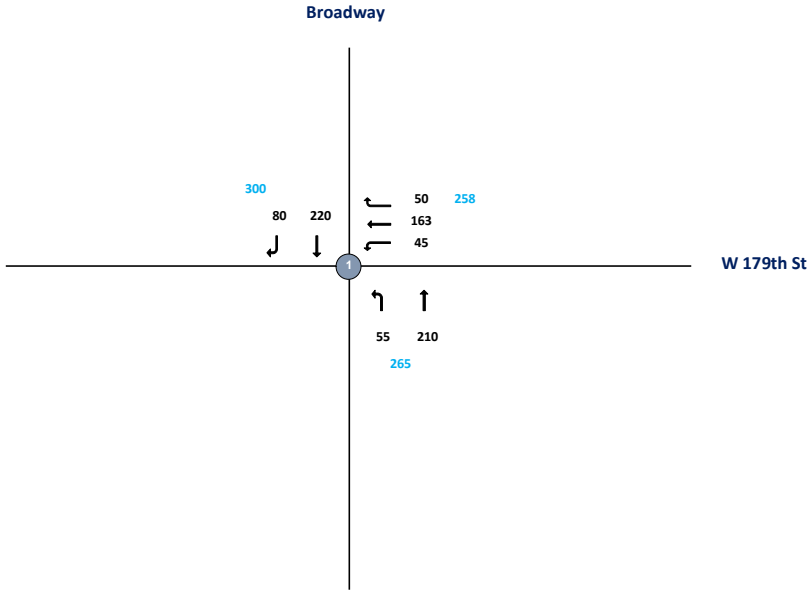


LDR 8:00 AM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Broadway & W 179th | | | | | | | | |
| **2021 (LDR-01)** | **1** | | | | | | | |
| W 179th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 179th St | 1 | WB | 0 | 45 | 163 | 50 | 0 | |
| Broadway | 1 | NB | 0 | 55 | 210 | 0 | 0 | |
| Broadway | 1 | SB | 0 | 0 | 220 | 80 | 0 | **823** |

**CBD Tolling**
**LDR - Traffic Flowmap**
**AM With-Action**

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume



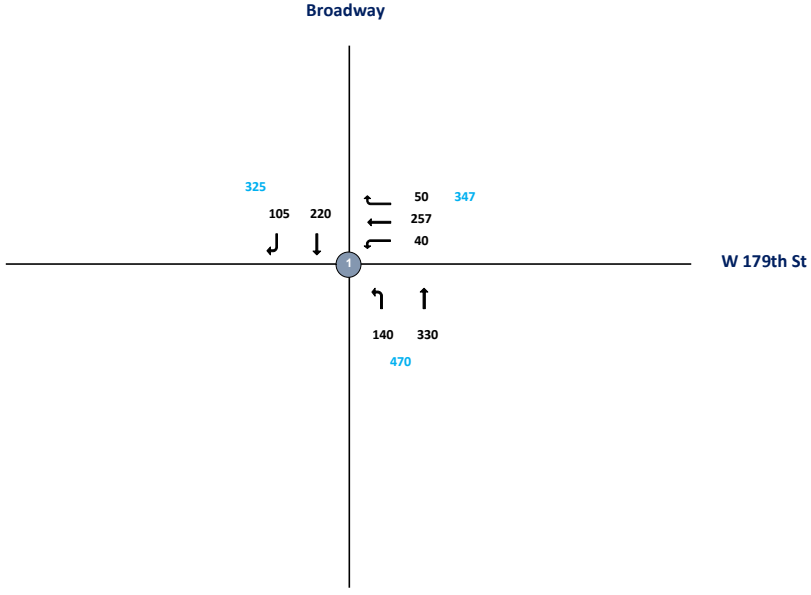
LDR 1:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Broadway & W 179th | | | | | | | | |
| **2021 (LDR-01)** | **1** | | | | | | | |
| W 179th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 179th St | 1 | WB | 0 | 40 | 257 | 50 | 0 | |
| Broadway | 1 | NB | 0 | 140 | 330 | 0 | 0 | |
| Broadway | 1 | SB | 0 | 0 | 220 | 105 | 0 | **1142** |

**CBD Tolling**
**LDR - Traffic Flowmap**
**MD With-Action**

N

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume

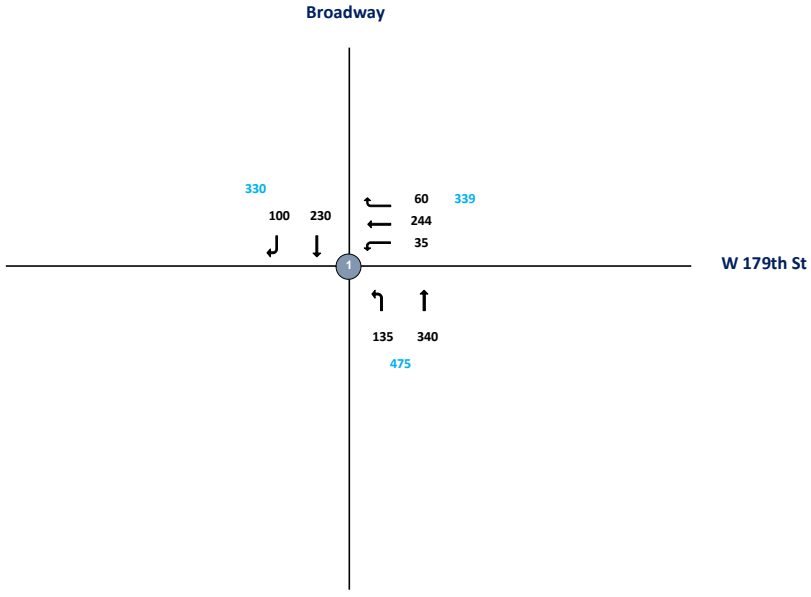


LDR 5:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Broadway & W 179th | | | | | | | | |
| **2021 (LDR-01)** | **1** | | | | | | | |
| W 179th St | 1 | EB | 0 | 0 | 0 | 0 | 0 | |
| W 179th St | 1 | WB | 0 | 35 | 244 | 60 | 0 | |
| Broadway | 1 | NB | 0 | 135 | 340 | 0 | 0 | |
| Broadway | 1 | SB | 0 | 0 | 230 | 100 | 0 | **1144** |

**CBD Tolling**
**LDR - Traffic Flowmap**
**PM With-Action**

Legend:
1 - Intersection (2019 Collected Data)
7 - Intersection (Uncollected Data)
100 - ATR Volume
100 - Approach Volume

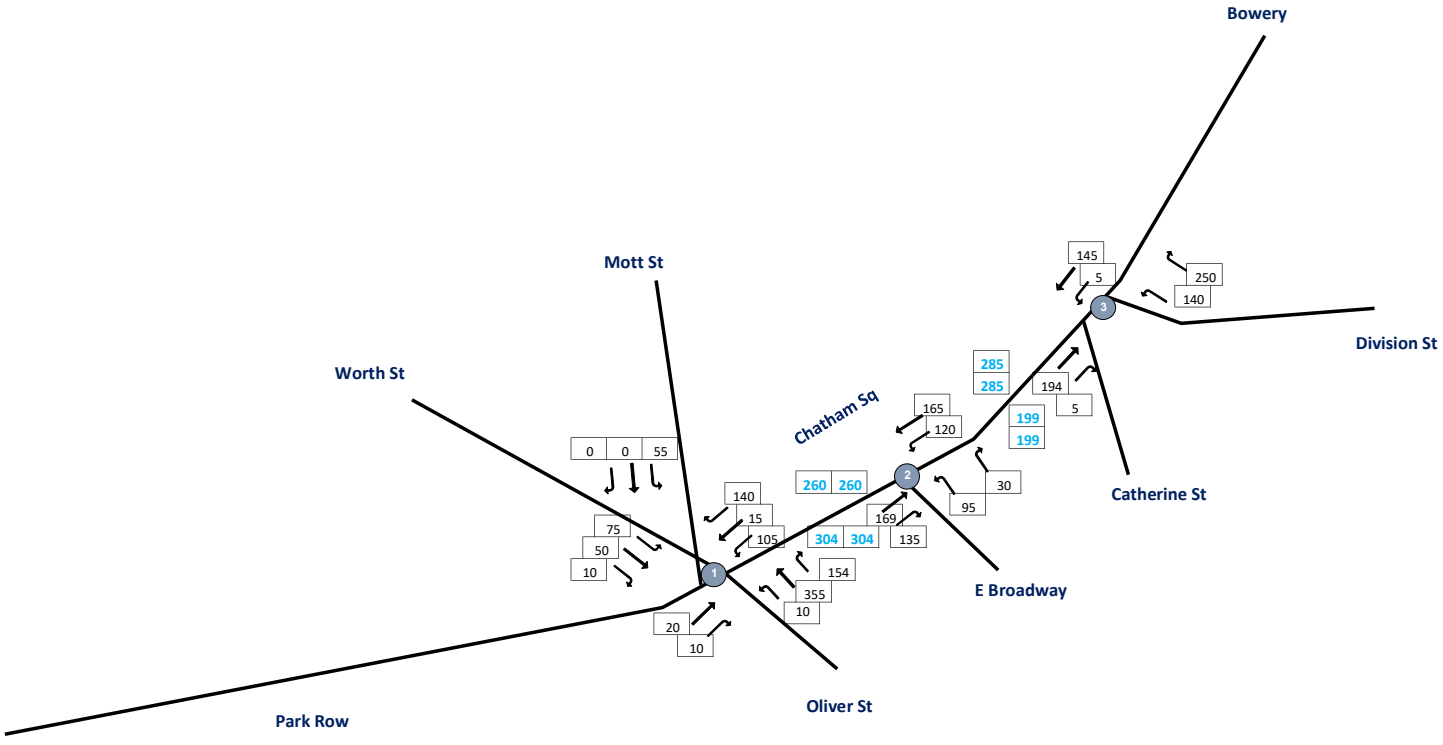


LES 8:00 AM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound AM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Worth St/Oliver St/Mott St & Chatham Square/Park Row | | | | | | | | |
| **2022 (LES-01)** | **1** | | | | | | | |
| Mott St | 1 | SW | 55 | 0 | 0 | 0 | 0 | |
| Park Row | 1 | EB | 0 | 0 | 20 | 10 | 0 | |
| Chatham Sq | 1 | WB | 0 | 105 | 15 | 140 | 0 | |
| Oliver St | 1 | NB | 0 | 10 | 355 | 0 | 154 | |
| Worth St | 1 | SB | 0 | 75 | 50 | 10 | 0 | **999** |
| E Broadway & Chatham Sq | | | | | | | | |
| **2022 (LES-02)** | **2** | | | | | | | |
| Chatham Sq | 2 | EB | 0 | 0 | 169 | 135 | 0 | |
| Chatham Sq | 2 | WB | 0 | 120 | 165 | 0 | 0 | |
| E Broadway | 2 | NB | 0 | 95 | 0 | 30 | 0 | |
| | 2 | SB | 0 | 0 | 0 | 0 | 0 | **714** |
| Division St/Doyers St/Catherine St & Chatham Square/Bowery | | | | | | | | |
| **2022 (LES-03)** | **3** | | | | | | | |
| Chatham Sq | 3 | EB | 0 | 0 | 194 | 0 | 5 | |
| Bowery | 3 | WB | 0 | 5 | 145 | 0 | 0 | |
| Division St | 3 | NB | 0 | 140 | 0 | 250 | 0 | |
| | 3 | SB | 0 | 0 | 0 | 0 | 0 | **739** |

**CBD Tolling**
**LES - Traffic Flowmap**
**AM With-Action**

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume

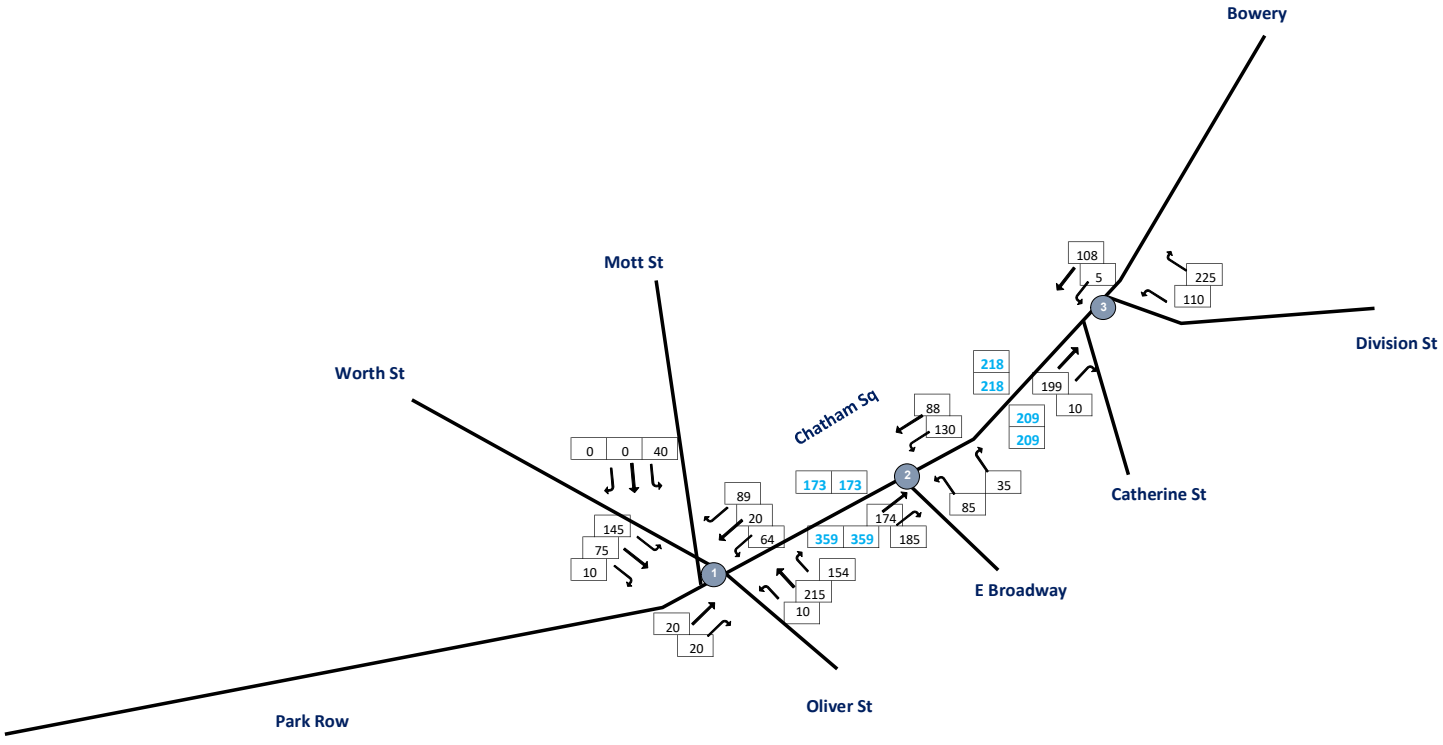


LES 1:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound MD Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Worth St/Oliver St/Mott St & Chatham Square/Park Row | | | | | | | | |
| **2022 (LES-01)** | **1** | | | | | | | |
| Mott St | 1 | SW | 40 | 0 | 0 | 0 | 0 | |
| Park Row | 1 | EB | 0 | 0 | 20 | 20 | 0 | |
| Chatham Sq | 1 | WB | 0 | 64 | 20 | 89 | 0 | |
| Oliver St | 1 | NB | 0 | 10 | 215 | 0 | 154 | |
| Worth St | 1 | SB | 0 | 145 | 75 | 10 | 0 | **862** |
| E Broadway & Chatham Sq | | | | | | | | |
| **2022 (LES-02)** | **2** | | | | | | | |
| Chatham Sq | 2 | EB | 0 | 0 | 174 | 185 | 0 | |
| Chatham Sq | 2 | WB | 0 | 130 | 88 | 0 | 0 | |
| E Broadway | 2 | NB | 0 | 85 | 0 | 35 | 0 | |
| | 2 | SB | 0 | 0 | 0 | 0 | 0 | **697** |
| Division St/Doyers St/Catherine St & Chatham Square/Bowery | | | | | | | | |
| **2022 (LES-03)** | **3** | | | | | | | |
| Chatham Sq | 3 | EB | 0 | 0 | 199 | 0 | 10 | |
| Bowery | 3 | WB | 0 | 5 | 108 | 0 | 0 | |
| Division St | 3 | NB | 0 | 110 | 0 | 225 | 0 | |
| | 3 | SB | 0 | 0 | 0 | 0 | 0 | **657** |

| CBD Tolling |
| --- |
| LES - Traffic Flowmap |
| MD No Action |

Legend:
- 1 - Intersection (2019 Collected Data)
- 7 - Intersection (Uncollected Data)
- 100 - ATR Volume
- 100 - Approach Volume



LES 5:00 PM

| Intersection | Node | Approach | Total Vehicles Inbound/Outbound PM Peak Hour L2 | L | T | R | R2 | Total |
|---|---|---|---|---|---|---|---|---|
| Worth St/Oliver St/Mott St & Chatham Square/Park Row | | | | | | | | |
| **2022 (LES-01)** | **1** | | | | | | | |
| Mott St | 1 | SW | 55 | 0 | 0 | 0 | 0 | |
| Park Row | 1 | EB | 0 | 0 | 25 | 10 | 0 | |
| Chatham Sq | 1 | WB | 0 | 66 | 20 | 110 | 0 | |
| Oliver St | 1 | NB | 0 | 5 | 175 | 0 | 199 | |
| Worth St | 1 | SB | 0 | 165 | 95 | 5 | 0 | **930** |
| E Broadway & Chatham Sq | | | | | | | | |
| **2022 (LES-02)** | **2** | | | | | | | |
| Chatham Sq | 2 | EB | 0 | 0 | 219 | 225 | 0 | |
| Chatham Sq | 2 | WB | 0 | 125 | 91 | 0 | 0 | |
| E Broadway | 2 | NB | 0 | 105 | 0 | 45 | 0 | |
| | 2 | SB | 0 | 0 | 0 | 0 | 0 | **810** |
| Division St/Doyers St/Catherine St & Chatham Square/Bowery | | | | | | | | |
| **2022 (LES-03)** | **3** | | | | | | | |
| Chatham Sq | 3 | EB | 0 | 0 | 254 | 0 | 10 | |
| Bowery | 3 | WB | 0 | 5 | 61 | 0 | 0 | |
| Division St | 3 | NB | 0 | 155 | 0 | 395 | 0 | |
| | 3 | SB | 0 | 0 | 0 | 0 | 0 | **880** |